Beginning the Tennessee Central story

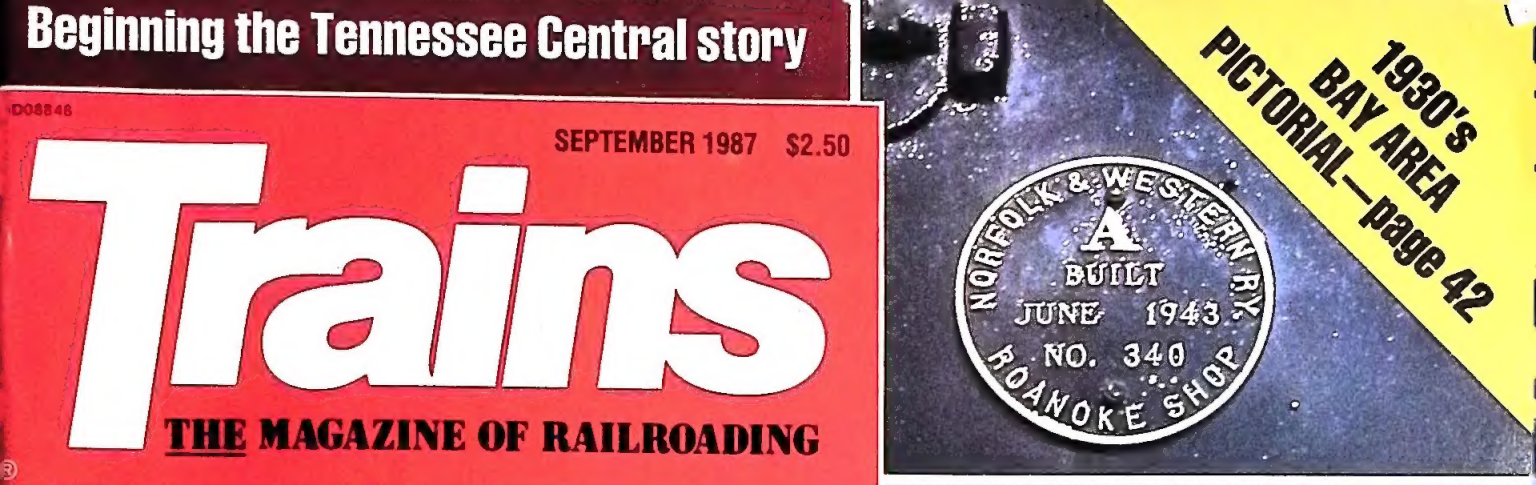
D08848

SEPTEMBER 1987 $2.50

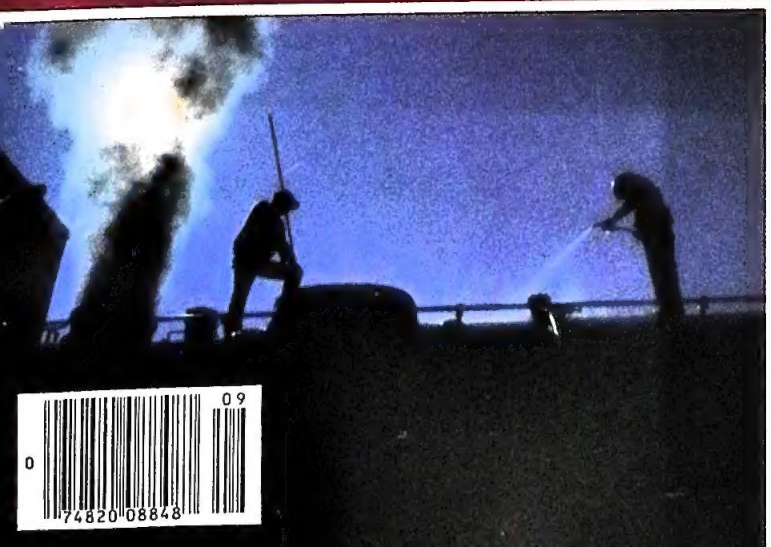
Trains

THE MAGAZINE OF RAILROADING

1930's BAY AREA PICTORIAL—page 42



RETURN OF THE A

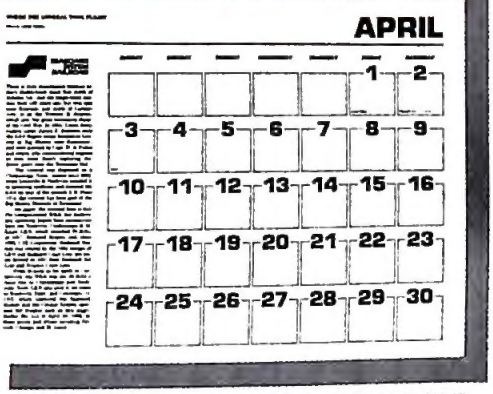


0 74820 08848 09

TRAINS 1988 Calendar – Great railroading for you, year-round!

You can enjoy all the excitement and glory of railroading, every day of the year – with TRAINS Magazine's 1988 full-color calendar! TRAINS' 1988 calendar brings all the drama of railroading to you in 13 magnificent 11″x14″ color photos. Included is a wonderful variety of subjects – steam, diesel, and electric – from across North America, and informative essays accompany each marvelous photo! Printed on heavy gloss stock, TRAINS' 1988 calendar is attractive and useful, with ample space to write appointments and special events. Ask for TRAINS' 1988 calendar at your hobby shop or bookstore – or order from Kalmbach today!

Calendars will be available for shipment September 15, 1987.

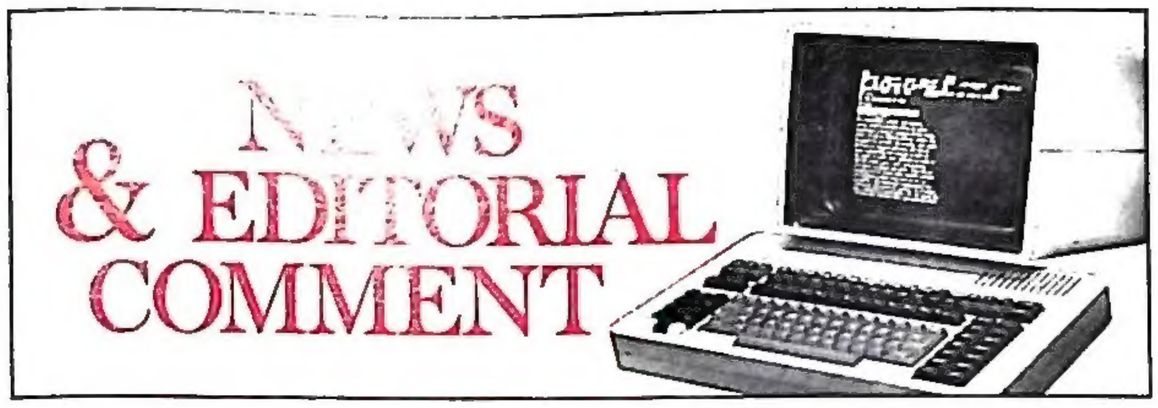


$7.95

BONUS SAVINGS:

BUY 2 OR MORE CALENDARS FROM US AND WE PAY THE POSTAGE!

To order, use the Kalmbach order form bound in this magazine, or send to Kalmbach Publishing Co., 1027 N. 7th St., Milwaukee, WI 53233. Include for postage and handling: U. S., $1; foreign $1.50. On orders of two or more calendars, we pay the postage! Wisconsin residents add 5% sales tax.



THE PERSONAL TOUCH

AT Wintersburg, Calif., at the end of Southern Pacific's Huntington Beach line in the Los Angeles area, the regular local freight conductor, Jim Limekiller, noticed that trucks were impinging on the business SP had with two lumber yards. Beyond the last grade crossing on the branch, SP had a head-in, five-car spur to James Lumber, and a back-in switch to a team track that also served, in the other direction, as a spur to Randall's Lumber and held two or three cars. The major problem that had caused more truckloads of lumber to be brought in, he learned while talking with James Lumber managers, was lack of track space. As a participant in SP's "Adopt-a-Branch" program, Limekiller brought the problem to the attention of SP sales and operating managers, and before long, simple physical modifications to the setting were made which resulted in Limekiller's SP local bringing in more rail carloads to the end of the branch. A second switch was installed at the lead end of the team track, enabling the locomotive to use it to run around a cut of cars at the location, and fencing was extended to enclose all the tracks beyond the grade crossing, in effect making all three tracks a mini-yard.

Converting this end of a branch to a customer spur wasn't the first customer problem solved by an Adopt-a-Branch member, nor the most critical to SP's retaining business, nor the solution that brought the most additional money into SP coffers (about $3 million annually). But it was typical: a reaction by a workaday railroader seeing business being lost by SP—in this case through no fault of the railroad's own, or his crew's own, performance—and recognizing that something could be done about it. The Adopt-a-Branch program was an in-place mechanism which enabled that something to be done expeditiously.

Adopt-a-Branch is, in a way, misnamed; adopt-a-customer would be more accurate. Adopt-a-Branch—which evolved from SP's Employee Improvement Program, began in fall 1985 on the Los Angeles Division and has since spread to Oakland, Portland, Texas, and other areas on the railroad—is not restricted to branch lines. All participating conductors meet once a month with shippers of their choice on their regular routes to discuss problems. Leo Bunting, who along with fellow freight conductor Terry Blocker were sparkplugs in the initial L.A. Division program, explains.

"There is a great need for direct contact with our customers. At one time, there were 50 to 60 SP salesmen in the L.A. area alone; now, 10 salespeople have to cover from Mexico to San Luis Obispo to Yuma [Ariz.], and business has to be mostly over the phone, with less personal contact." The conductor, chief of the crews who are now the people with the most regular direct contact with shipping customers, has become today's liaison.

Conductors meet with their customers on a regular workday, with a fellow conductor covering the job under an agreement that costs the railroad no more in extra-wage money. Bunting: "We felt conductors' and shippers' attitudes both would change. After a conductor and shipper meet to solve a problem, we have what we call a station meeting, or monthly support meeting, with the trainmaster, sales manager, chief clerk, and the conductors. We get everyone together, and there's not a problem that can't be solved—operations, rates, switching, or paperwork-demurrage."

With whom at the customer's firm does the Adopt-a-Branch conductor talk? "It depends on the customer. We try to meet with the highest manager on the property, and it's easy to work down to the right party if need

Trains

THE MAGAZINE OF RAILROADING

EDITOR	J. DAVID INGLES
ASSOCIATE EDITOR	KEVIN P. KEEFE
PRODUCTION EDITOR	NANCY L. BARTOL
EDITORIAL SECRETARY	ELLEN R. MLADA
LIBRARIAN	GEORGE H. DRURY
ART DIRECTOR	GEORGE A. GLOFF
ART DEPARTMENT	MIKE DANNEMAN A. L. SCHMIDT LA VERNE F. BLEIFUSS ROBERT A. WEGNER
EDITOR EMERITUS	DAVID P. MORGAN
FOUNDER	A. C. KALMBACH 1910-1981
PUBLISHER	WALTER J. MUNDSCHAU

SEPTEMBER 1987 **VOLUME 47** **NUMBER 11**

3 NEWS AND EDITORIAL COMMENT
10 ARRIVALS & DEPARTURES
12 RAILROAD NEWS PHOTOS

19 MAINLINE 4-4-0'S . . . IN 1987!
On tour with the Railway Preservation Society of Ireland
GEORGE H. DRURY

20 MEXICAN BLUES
Does NdeM really have a new diesel color scheme?
R. A. PLAZZOTTA

22 HAPPY 30TH
In New England, GP9's yield their money's worth
SCOTT HARTLEY

24 LOCOMOTIVE THAT SEDUCED A RAILWAY
An engineer's engine, a president's engine
E. W. KING JR.

26 1218: HOME TO ROANOKE
Return of the "world's finest steam locomotive—ever"
BILL WITHUHN

34 THE TENNESSEE CENTRAL STORY—1
A railroad worthy of acquaintance
GARY W. DOLZALL

42 AN R.W.D. PORTFOLIO
San Francisco Bay Area railroads before 1939
HARRE W. DEMORO

51 JUST ANOTHER DAY ON THE RAILROAD
A world far removed from slick employee magazines
JORDAN ADAMS

54 I WON'T LOOK BACK
A Conrail op concludes a 26-year career
JIM BRADLEY

74 TRAINS TURNTABLE
Sell the Corridor?
ANDREW SELDEN

58 RAILWAY POST OFFICE
61 SECOND SECTION
69 RUNNING EXTRA
71 INTERCHANGE

COVER: N&W Class A 1218: At Cook Springs, Ala. (center), April 21, 1987, Thomas R. Schultz; Builder's plate close-up, engineer Frank Collins, workers at Birmingham Steam Shop, John Gruber.

TRAINS Magazine (ISSN 0041-0934) is published monthly by Kalmbach Publishing Co., 1027 N. 7th Street, Milwaukee, WI 53233-1471. Telephone: (414) 272-2060. Subscription Rates: 1 year, $25; 2 years, $47; 3 years, $68. With foreign postage outside the U.S.A., 1 year, $31; 2 years, $59; 3 years, $86.

© 1987 Kalmbach Publishing Co. Title registered as trademark.

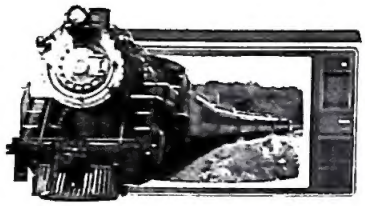
TRAINS Magazine assumes no responsibility for the safe return of unsolicited editorial material. Acceptable photographs are held in files and are paid for upon publication; original 35mm color slides or 8×10-inch black-and-white or color enlargement prints are preferred. Feature articles are paid for upon acceptance. Information about submitting articles is available on request from the editorial secretary. Second-class postage paid at Milwaukee, Wis., and at additional offices. Member, Audit Bureau of Circulations.

POSTMASTER: Send address changes to TRAINS, 1027 North 7th Street, Milwaukee, WI 53233-1471. Canadian second-class postal permit 9506. Send Canadian address changes to Kalmbach Publishing Co., P.O. Box 1051, Fort Erie, Ont. L2A 5N9. Printed in U.S.A.

PRESIDENT	JAMES J. KING
EXECUTIVE VICE PRESIDENT	WALTER J. MUNDSCHAU
VICE PRESIDENT, SALES / MARKETING	ROBERT A. MAAS
ADVERTISING SALES MANAGER	FREDERICK J. HAMILTON
ADVERTISING PRODUCTION MANAGER	CATHY SCHNACKENBERG
COMMERCIAL SALES MANAGER	THOMAS J. D'AMICO
CIRCULATION DIRECTOR	GARY W. DOLZALL
CUSTOMER SERVICE	PATRICIA MONTBRIAND

RAILROAD VIDEO PRESENTS

HIGH QUALITY - LOW PRICE
FULL COLOR AND SOUND
SPECIALIZING IN VIDEOS SHOT FROM THE ENGINE CAB



VHS* BETA*

SOUTH AMBOY, N.J. TO N.Y. CITY (GG1) 1 hr. $33.45
STRASBURG RR (LIVE PRR STEAM) 1 hr. 33.45
BAY HEAD JCT. TO MATAWAN, N.J. (FP40) 1 hr. 33.45
PHILA., PA. TO N.Y. CITY (AEM7) 1 hr. 30 min. 39.95
N.H., CONN. TO SPRINGFIELD, MA (SPV2000) 1 hr. 30 min. ...39.95
N.H., CONN. TO SPRINGFIELD, MA (CF7) 1 hr. 30 min. 39.95
N.Y. CITY TO NEW HAVEN, CONN. (AEM7) 1 hr. 45 min. 49.95
WASH., D.C. TO PHILA (AEM7) 1 hr. 45 min. 49.95
HARRISBURG TO PHILA (FP40) 1 hr. 45 min. 49.95
PHILA TO HARRISBURG (FP40) 1 hr. 45 min. 49.95
HARRISBURG TO HUNTINGDON, PA (FP40) 1 hr. 55 min. 49.95
HUNTINGDON TO JOHNSTOWN, PA (FP40) 1 hr. 50 min. 49.95
JOHNSTOWN TO PITTSBURGH, PA (FP40) 1 hr. 45 min. 49.95
SPECIAL - ALL 4 PARTS PHILA. TO PITTSBURGH 139.95
NEW HAVEN, CONN. TO PROVIDENCE, R.I. (FP40) 1 hr. 50 min. 49.95
PROVIDENCE, R.I. TO BOSTON, MA (FP40) 1 hr. 33.45
PRR DOUBLE HEADER, STEAM, 122-MILE ROUND TRIP INCLUDING ROCKVILE BRIDGE (shot from trackside) 1 hr. 33.45
DENVER, COL. TO GRAND JCT. (FP40) DENVER & RIO GRANDE WESTERN
PART 1 1 hr. 30 min. 39.95
PART 2 1 hr. 30 min. 39.95
PART 3 1 hr. 55 min. 49.95
PART 4 1 hr. 45 min. 49.95
SPECIAL - ALL 4 PARTS 129.95
SPARKS, NEV. TO OAKLAND, CAL. (FP40) SOUTHERN PACIFIC
PART 1 1 hr. 55 min. 49.95
PART 2 1 hr. 55 min. 49.95
PART 3 40 min. 25.00
PART 4 1 hr. 55 min. 49.95
SPECIAL - ALL 4 PARTS 129.95
GLACIER PARK, TO HAVRE, MONTANA (FP40) BURLINGTON
PART 1 1 hr. 55 min. 49.95
PART 2 1 hr. 55 min. 49.95
SPECIAL - 2 PARTS 85.00
CHICAGO TO VALPARAISO, IND. (FP40) 1 hr. 25 min. 39.95
FT. WAYNE TO VALPARAISO (FP40) 1 hr. 55 min. 49.95
TOLEDO TO DETROIT (FP40) 1 hr. 50 min. 49.95
DETROIT TO JACKSON (FP40) 1 hr. 35 min. 39.95
JACKSON TO KALAMAZOO (FP40) 1 hr. 30 min. 39.95
SPECIAL - 3 PARTS TOLEDO TO KALAMAZOO 99.00
ALBANY TO CROTON - HARMON (FP40) 1 hr. 50 min. 49.95
CROTON - HARMON TO GRAND CENT. TERM. (FL9) 1 hr. 33.45

LATEST NEW RELEASES

ALBANY - PITTSFIELD MA. (FP40) 1 hr. 15 min. 39.95
PITTSFIELD - SPRINGFIELD, MA. (FP40) 1 hr. 20 min. 39.95
SPRINGFIELD - WORCESTER, MA. (FP40) 1 hr. 15 min. 39.95
WORCESTER - BOSTON, MA. (FP40) 1 hr. 20 min. 39.95
SPECIAL - 4 PARTS ALBANY TO BOSTON 129.95
ENOLA - SHOCKS MILLS BRIDGE (SD40) 1 hr. 33.45
SHOCKS MILLS BR. - HOLTWOOD, PA. (SD40) 1 hr. 33.45
HOLTWOOD - PORT DEPOSIT, MD. (SD40) 1 hr. 33.45
PORT DEPOSIT - "OAK" (SD40) 1 hr. 33.45
PITTSBURGH - SUTERVILLE, PA. (FP40) 1 hr. 33.45
SUTERVILLE, PA. - INDIAN CREEK (FP40) 1 hr. 33.45
INDIAN CREEK - ROCKWOOD (FP40) 1 hr. 33.45
ROCKWOOD - HYNEMAN (FP40) 1 hr. 33.45
HYNEMAN - STUART TUNNEL, WV. (FP40) 1 hr. 33.45
STUART TUNNEL - MARTINSBURG (FP40) 1 hr. 33.45
MARTINSBURG - DICKERSON, MD. (FP40) 1 hr. 33.45
DICKERSON - WASHINGTON D.C. (FP40) 1 hr. 33.45
CHICAGO - MILLER, IN. (South Shore Line) 33.45
MILLER, IN. - MICHIGAN CITY (South Shore Line), PLUS 10 MIN. OF VINTAGE FOOTAGE CIRCA 1930 .....33.45
"PRR POWER" - VINTAGE TRACKSIDE ACTION OF PRR ELECTRICS, DIESELS AND STEAM - COLOR AND SOUND 1 hr. 33.45
"PRR MAIN LINE STEAM" - TRACKSIDE ACTION FROM STRASBURG - PHILA, PA. MANY HIGH SPEED RUN-BYS - COLOR & SOUND 1 hr. 33.45

SEND LSSAE FOR FREE CATALOGUE WITH MORE DETAILS
281 WILLOW DELL LANE, LEOLA, PA 17540

be. We'll meet with the traffic manager, or secretary, on up to the president. We don't meet with every customer every month; it depends on the situation. Now, General Motors, we meet with every month; we have three conductors in on that.

"We need to change the attitude of our customers," Bunting adds, "who are, after all, who the crews really do work for, not the railroad. Some customers who were closest to the yards had gotten to receiving the worst service. There were six to eight jobs which could switch them, and the buck started to be passed, and everyone's responsibility became no one's responsibility. Chandler Lumber fell into that category, for example. General Motors is nearby to Chandler, and if GM sneezed, they got attention, and the Chandlers and other smaller customers didn't get served. Under Adopt-a-Branch, new attention by the conductors has meant more than a quarter million dollars more business for SP from Chandler.

"The program makes sure the man who does the work has direct contact with the man who's affected. After face-to-face meetings, it's hard to slough someone off when you're at work with your train. You make the switches that the customer needs—you don't put if off until next time. Before Staggers, we had 'em locked in; now, if we make a customer unhappy, he leaves, and we lose his business for good. And we lose jobs."

Bunting, and most of his contemporaries, can see the job loss. He hired on in 1974 and so has over 12 years in, much of it in the Long Beach and Van Nuys areas. "Four years ago I held down a regular conductor's job on what's considered the 'worst job.' Even

DEPOT ATTIC
377 Ashford Ave. Dobbs Ferry, NY 10522
OFFERING A LARGE SELECTION OF AUTHENTIC RAILROAD MEMORABILIA
JULY & AUGUST: SAT. ONLY 12 to 5 PM
SEND $2.00 TO RECEIVE CATALOGS

KATY POWER

Locomotives and Trains of the Missouri-Kansas-Texas Railroad 1912-1985 by JOE G. COLLIAS Railroad Author and Artist and RAYMOND B. GEORGE, JR. A fascinating account of the "little giant of the southwest." 272 pages; *full color section;* 375 black and white photographs; steam and diesels. Color dustjacket painting by *Joe G. Collias.* $42.00 plus shipping–U.S. $2; Foreign $4, U.S. funds. ISBN 0-9612366-1-2. MO residents add $2.40 tax.

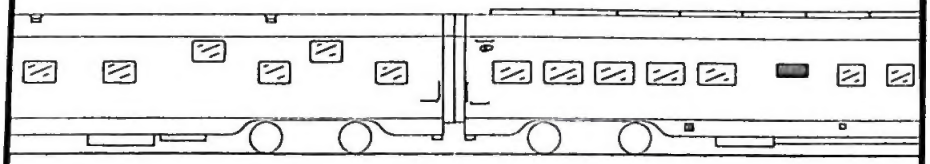
FRISCO POWER

Locomotives and Trains of the St. Louis-San Francisco Railway 1903-1953 by JOE G. COLLIAS. Readers' continue to delight in this author's scrupulously detailed coverage of "a railroad to which spit and polish were as important as fuel and water." 320 pages; 400 black and white photographs; tables and rosters. Hardcover. $38.00 plus shipping–U.S. $2; Foreign $4, U.S. funds. ISBN 0-9612366-0-4. MO residents add $2.18 tax.

Send check or money order to: M M BOOKS
P.O. Box 29318
Crestwood, MO 63126
MM BOOKS
Dealer inquiries invited

PASSENGER CAR BOOKS

THE OFFICIAL
PULLMAN-STANDARD
LIBRARY



Vol. 3 GN NP SPS Ready In September

BUILDERS PHOTOS
Over 300 original exterior, interior and mechanical shots
FLOOR PLANS
Official PS drawings reproduced in "O" scale
SIDE VIEW DRAWINGS
HO scale, both sides of each car
HARD BOUND COVERS
with concealed wire-o binding — every page lays flat.
Leatherette covers with gold titles look great on the library shelf.

ALL FOR $29.95 EACH

Thousands of car details wrapped up in a single book 12¼ x 8½ oblong format, 200 pages

VOL. 1 - AT&SF IN STOCK VOL. 2 - NYC IN STOCK VOL. 3 - GN, NP, SP&S ANNOUNCED
VOL. 4 - PRR TO BE ANNOUNCED VOL. 5 - SP, T&NO, SSW TO BE ANNOUNCED PLUS 15 OTHER VOLUMES
Future Volumes: ACL, B&O, BAR, B&M-MEC, CN, C&O-PM, C&EI, CMSP&P, C&NW, CGW, CRI&P, DL&W, D&RGW, ERIE, FEC, GTW, IC, KCS, LV, L&N, LI, MP, NKP, NH, N&W, SLSF-MKT, SAL, SOU, UP, WAB

OTHER PASSENGER CAR BOOKS AVAILABLE — SEE YOUR HOBBY DEALER OR ORDER FROM:

RAILWAY PRODUCTION CLASSICS
P.O. BOX 296, Dept. A
GODFREY, IL 62035

with 12 years, now I can't hold a regular conductor's or even brakeman's job."

With its spread from L.A., Adopt-a-Branch obviously has won a reputation across SP. Most customers are very pleased with the railroad's attention, and the marked improvement in service, and SP's business have shown the results. A program to bring Adopt-a-Branch to the attention of the railroad industry has paid off too—the trade magazine *Modern Railroads* recently awarded SP a coveted Golden Freight Car Award for Adopt-a-Branch.

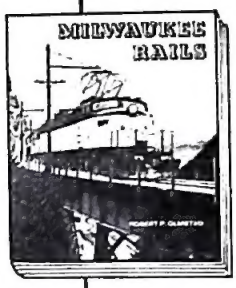
The personal contact and involvement of labor in direct business dealings that Adopt-a-Branch represents is something we're hearing repeatedly in regard to the new regional and short-line railroads: the big system that's abdicating a branch line, or an area, could no longer provide personal service, but that service is something the new carrier is resurrecting to restore more traffic to its rails.

With Adopt-a-Branch, Southern Pacific is proving the big Class 1's can do the same thing.—J.D.I.

Non-catastrophes

Two unrelated rail accidents occurred recently which resulted in far fewer casualties and far less damage than might have been suffered, but both could be placed in the category of mishaps "waiting to happen"—a grade-crossing encounter with a push-pull passenger train operating cab-car first, and the derailment of a freight along a parallel rapid-transit passenger line.

On June 26, 1987, Amtrak's southbound Chicago-Springfield (Ill.) *Loop*, operating



THE MILWAUKEE ROAD

Our most-demanded back title . . .

MILWAUKEE RAILS

IS BACK!

Robert P. Olmsted's winning title about one of America's favorite lines, the Milwaukee Road. MILWAUKEE RAILS explores the pre-embargo-era of CMStP&P, from Indiana to Washington, in over 300 photos—passenger trains, FM C-Liners, SW1's in Minnesota, Little Joe electrics, F-units and much more. Hardcover; 200 pages; 8½ x 11; full-color dustjacket.

$30.95 postpaid VISA MasterCard •Available early summer 1987

Bluebirds & Minutemen

Tom Nelligan's new book about the fabled Boston & Maine. BLUEBIRDS & MINUTEMEN looks at B&M's era of revitalization (1974-1984) leading to Guilford acquisition. Black & white and color photography; full-color dustjacket painting; hardcover; horizontal format (11 x 8½); 152 pages; map.

Order from:

Illinois residents add 6½% sales tax. Sorry—no C.O.D.'s

McMillan Publications
2921 Two Paths Drive
Woodridge, IL 60517-4512

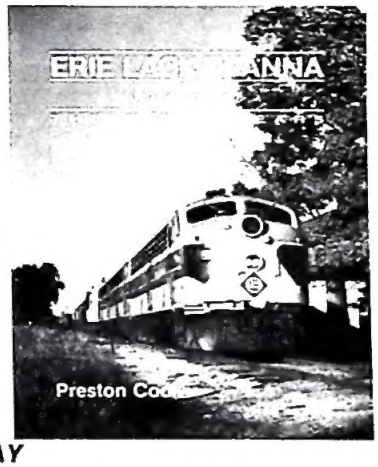
$26.95 postpaid

AVAILABLE NOW!

ERIE LACKAWANNA MEMORIES

By Preston Cook
IN FULL COLOR!

$35.95 PLUS $2.50 POSTAGE AND HANDLING. MD RESIDENTS ADD 5% SALES TAX. ORDERS OUTSIDE THE US ADD AN ADDITIONAL $1.00 FOR POSTAGE - US FUNDS ONLY.



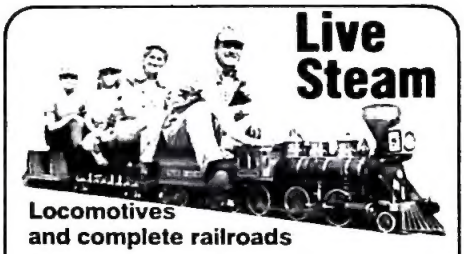
Over 150 color photos covering the action on the ERIE LACKAWANNA from Griffith, Indiana to Jersey City, New Jersey, including the electric operations on the line to Gladstone, New Jersey, and some spectacular night photography. This will be a limited edition hardbound, 8½ x 11 format book with color dust jacket.

ORDER TODAY

DEALER INQUIRIES WELCOME • QUANTITY DISCOUNTS AVAILABLE

OLD LINE GRAPHICS

1604 Woodwell Road • Suite 104 • Silver Spring, MD 20906



Live Steam

Locomotives and complete railroads

Easy-to-build kits
Build your own steam powered backyard railroad without expensive machinery or experience from our fully machined kits. Also available in un-machined casting and material kits. Complete line of old time and modern locomotives, materials, accessories, and rolling stock in ¼", ½", ¾", 1" and 1½" scales. Everything you need is in our 100 page catalog. #100. Price $5.00

LITTLE ENGINES, Inc. Established 1933
Box 7, Lomita, CA 90717

A Unique Steam Locomotive Training Video

"Smoke — And Its Abatement"

Shot in and around Chicago & North Western Railway's Galena Division Shops in 1948, the video follows a Class E 4-6-2 Pacific type steam locomotive as she is prepared for service. We see how to properly build and maintain a coal fire and avoid excessive smoke. Safety inspections, the taking of coal and water and other subjects are all shown. Titles along the way help explain what is being done and why. The video also includes a spectacular series of scenes outside of the C&NW Chicago Passenger Terminal where we watch numerous steam hauld trains arrive and depart. This video is a must for any steam locomotive enthusiast.

Please specify VHS or Beta video format. 26 minutes, silent in color and black & white.

Only **$34.95** plus $2.00 postage and handling. Illinois residents please add 7% sales tax. Payment by MasterCard or Visa accepted. Please include your card number, expiration date and signature.

JAMES WESTON · P.O. Box 310 · Wheeling, IL 60090

CHINA 1988

CHINESE STEAM IN THE FOREST
March 19 – April 3
$2399 from U.S.A.

CHINA RAILWAY EXPLORER
June 24 – July 16
$2599 from U.S.A.

RAIL STUDY TOURS INTERNATIONAL®
CO WIT Travel, Inc.
1401 Wilson Blvd. Arlington VA 22209
703-998-2362

DES PLAINES HOBBIES

PROBABLY THE BEST LITTLE RAILFAN'S BOOKSTORE IN CHICAGOLAND

OPEN 7 DAYS A WEEK
NEW — USED — SELL — BUY

1464 Lee Street, Des Plaines, IL 60018
Phone: (312) 297-2118

with F40 locomotive 337 pushing Amfleet cars 44826 and 43010 and bilevel cab-control car 9622, struck and demolished a garbage truck at a rural grade crossing 3 miles south of Joliet, Ill., on the single-track line that Illinois Central Gulf recently sold to Chicago, Missouri & Western (the train crew was Amtrak's). All four train units were derailed; the cab-control car—fortunately, carrying no passengers—wound up on its side flipped 180 degrees and separated from the train; it was to be scrapped. Although the truck driver was killed, the 32 persons aboard the train (28 passengers, 4 crew) received only minor injuries; none were hospitalized. (Car note: the Amfleet cars are among those train-lined for push-pull operation, expected to go to the *San Diegans* when they are converted.)

A week earlier, on June 19, 21 cars of a 134-car eastbound CSX freight from Brunswick, Md., to Philadelphia derailed in outlying Washington, D.C., and eight trilevel auto-rack cars jackknifed and fouled the adjacent Washington Metro rapid-transit line. The accident occurred just short of the Takoma station, which is a high-level affair between the two Metro tracks. The double-track CSX line, the former Baltimore & Ohio main that also hosts MARC commuter trains and Amtrak's *Capitol Limited*, is split there, with one track each on the outside of the Metro. A mechanical malfunction on the freight cars or track was initially suspected. No one was hurt. Fortunately, the accident occurred at 4:40 a.m., before Metro began running, but it was a Friday and the transit authority had to use shuttle buses for 15,000 commuters that day. The transit line was re-

WABASH—RIO GRANDE—SOUTH SHORE

Wabash, big 320-page hardbound book, 550 photos, history, loco roster. $38.95 and $2.25 postage. Rio Grande Narrow Gauge Recollections, 272-page hardbound, 250 photos, color section, $38.95 and $2.25 postage. Rio Grande Steam Locomotives (std. ga.), 200-page hardbound, $23.95 and $2.00 postage. Spirit of the South Shore, 84 pages, color cover, $11.95 and $1.50 postage. Fiddletown & Copperopolis, $9.95 and $1.50 postage. $17.95 hardbound, $2 postage. Foreign orders add extra, add sales tax. Send SSAE for complete list of books.

Heimburger House Publishing Co.
310 Lathrop Ave. • River Forest, IL 60305

Dealer inquiries invited

Individual Photography Workshops

RICHARD STEINHEIMER

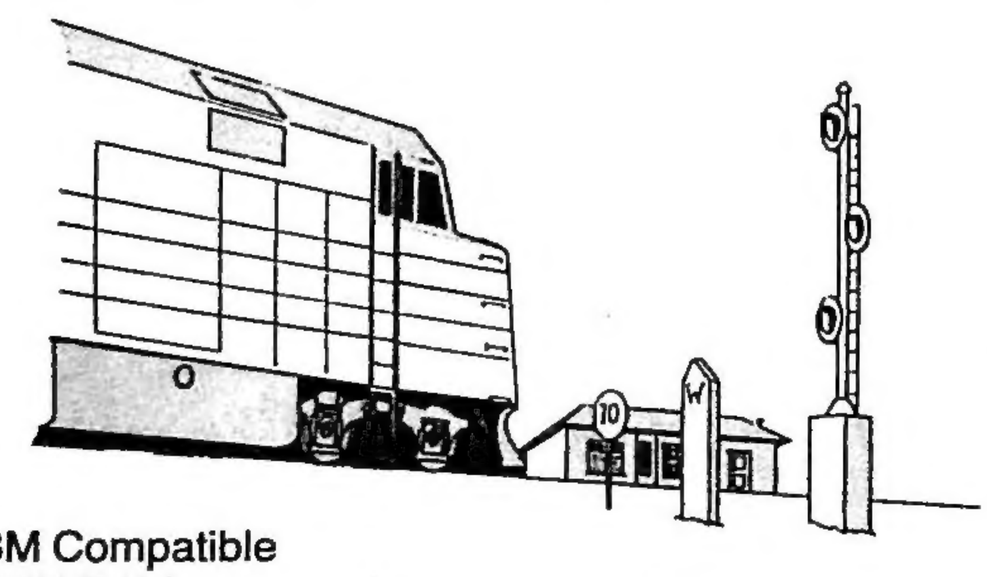
For Information:
P.O. Box 8188 Sacramento, CA 95818

Railroad Antiques & Artifacts

An amazing selection of choice things from America's leading mail order dealer in diverse non-paper railroad collector's items. Museum quality (Smithsonian a customer since 1972). Satisfaction guaranteed. New RR DISPATCH (sales publication) each month. Send $1 for current issues. Top prices paid for fine items.

Scott Arden—20457-T Hwy 126
Noti, OR 97461 (503/935-1619)

MILEPOST 1
BOOK & GIFT SHOP
— of the —
CALIFORNIA STATE RAILROAD MUSEUM
Over 1000 Titles Always In Stock!
CALL US FIRST!
Milepost 1 and the State Railroad Museum are open 7 days a week 10 AM - 5 PM
PHONE ORDERS (916) 447-9665 VISA/MC
115 "I" STREET · OLD SACRAMENTO, CA 95814
SEND $1.00 FOR CURRENT CATALOG



IBM Compatible
256K RAM
Color Graphics Board Required
$59.95 + $3.50 S&H ($63.45) Va. Residents add sales tax.
MasterCard or Visa telephone orders accepted.

THE TRAINMASTER

NEW

"Professional Transportation Software Series"

csi
CORPORATE STRATEGIES, INC.
5415-A Backlick Road
Springfield, VA 22151
(703) 941-0560

NOW! Real-Time Interactive Train Performance Simulation

- Run Metroliners in the Northeast Corridor, heavy coal drags in Kentucky, the San Diegans in Southern California, piggyback trains in New England or any combination. (Six trains, 4 rail lines totaling 800 miles), **PLUS**
- YOU - The Engineer - must adhere to displayed (actual) operating rules, speeds, and signal indications. Violations will result in "penalties, derailments, or dismissal from service," **PLUS**
- Replicates actual locomotive response and train handling, **PLUS**
- Color or B&W graphics display of: profile, location, movement, signals, speed boards, and other features, **PLUS**
- Display of throttle position, speed , acceleration, braking, gauge pressures, fuel consumption, tractive effort, **PLUS**
- Sound effects for throttle, bell, and whistle, **PLUS**
- Additional trains, 10,000 miles of additional lines optionally available

paired and reopened by Monday. The Washington *Post* reported that Metro was well aware of the potential hazard of locating the transit line along the freight railroad right of way. Indeed, in 1970 prior to Metro's creation, according to the *Post*, the National Transportation Safety Board, in citing the dangers in locating the transit line there, also pointed out that had Metro been placed along a public highway (Chicago, for example, has rapid-transit lines down the medians of three different freeways), the proposed highway guard rail and chain-link fencing would not prevent a loaded truck from encroaching upon the Metro tracks.

Daily life is full of hazards, and larger-scale economics (justifiably, it would seem on the surface) dictated both operating the *Loop* with push-pull equipment (vs. turning the train in Springfield) and locating Washington Metro tracks along the B&O. Riders on both Fridays in question can just be thankful their fates did not duplicate those of recent VIA Rail Canada passengers in Hinton, Alta., or Amtrak in Chase, Md.

Burlington heroes

You might have seen on national television, or read wire-service newspaper reports, of the April 3, 1987, fire and explosion in Burlington, Ia., at a big (300 feet long, 150 feet wide, 135 feet high) Archer-Daniels-Midland grain elevator on the Mississippi Riverfront just south of downtown. What you might not know (for it did not get wide attention at the time) was that some Burlington Northern employees risked their lives to save the situation from becoming worse.

Continued on page 9

The Next Station Will Be . . . Vol. IX

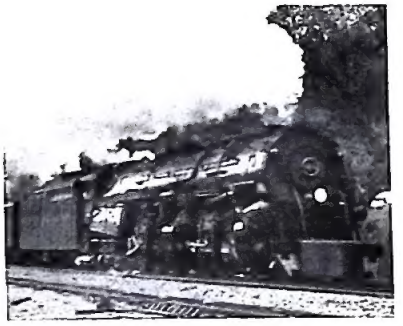
All Books Soft Cover

The Next Station Will Be ... Vol. IX — (Salamanca, NY to Marion Ohio) depot photo album 60 pages $17.50
Frederick's Story of the Wilkes-Barre and Eastern Railroad 108 pages $17.50
The Next Station Will Be ... NY and LB depot photo album 52 pages $14.00
The Next Station Will Be ... Vol. VIII Erie —(Susquehanna and Allegheny Divisions) depot photo album 52 pages $10.00
The Next Station Will Be ... Vol. VII Erie —(Port Jervis, Susquehanna, Scranton) depot photo album 60 pages a few left) $8.50
The Blue Comet ... Full color from original photo taken near Hazlet, NJ 12½" x 38" Suitable for framing. Vouched for on separate paper with signature of trainman $24.95

Luca's History of the Susquehanna (second edition) 196 pages $15.00
Hellich's The History of the Blairstown Railway 96 pages $12.00
Locomotives of the Jersey Central 1 - 999 by Warren Crater 106 pages $7.50
New York and Long Branch Signal Rule Book (reprint) $2.50
Train Sheet Extra #2, Ed Lohr's Engineers Reverie $1.00
Train Sheet Extra #3, The Wooton Firebox $1.00
Train Sheet Spring 1978, Those Compound Locomotives $1.00
1988 Railroadian Calendar (all steam) $3.75

RAILROADIANS OF AMERICA
18 Okner Parkway Dept. T
Livingston, NJ 07039

When ordered with any book, the price of the Signal volume is $2.00 each 1988 Calendar is $2.75 each Similarly, Train Sheets may be had at $.80 each Check or money order (U.S. Funds) drawn to Railroadians for $_____ in full payment is enclosed ALL PRICES INCLUDE POSTAGE NJ RESIDENTS PLEASE ADD 6% SALES TAX



Another New Video from BERKSHIRE!

"THE AWESOME A"
(Part 1)

$2795

Follow N&W's class A, #1218 on her 3 day ferry move from Birmingham, AL to Roanoke, VA and then again on her inaugural runs out of Roanoke the following weekend.

★ 50 minutes of action packed runbys! ★

ORDER YOUR COPY TODAY!

Send for our Free Illustrated Catalog!

VISA

(216) 225-0303
BERKSHIRE PRODUCTIONS
P.O. Box 575 • Brunswick, Ohio 44212

MasterCard

Announcing

PENN CENTRAL POWER

by Robert J. Yanosey

M.S. Zak

Hardcover • 248 pages • Color Dust Jacket
Almost 600 scenic & roster photos of all significant Diesel & Electric Locomotive Classes, including a color photo section
16 State, Canada & D.C. Coverage • New All Time Roster PRR, NYC, NH locomotives at work before repainting.

The very best Penn Central photos from: R.J. Yanosey, Robert Malinoski, Herbert H. Harwood, Martin Zak, William J. Brennan, J.W. Swanberg, D.T. Walker, & many others.

$39.95 (Pre Publication Price – (after Sept. 1, $45))

+$2.00 postage (Allow 30 days for delivery) (NJ Residents must add $2.40 Sales Tax.)
Order from:

Morning Sun Books, Inc.
11 Sussex Court
Edison, NJ 08820
(Dealer Inquiries Invited)

THE GENERAL

Serial Numbered

Proof Quality

30 Day Money Back Guarantee

Shown Smaller Than Actual Size of 3½"x 2⅛"

LIMITED EDITION COMMEMORATIVE BELT BUCKLE

Adventure and history combined in the greatest locomotive chase of all time when Union volunteers commandeered the wood-burning Confederate locomotive "General." Steaming north with Confederates in relentless pursuit, its mission was both bold and simple... cut off the enemy's rail supply line between Atlanta and Chattanooga.

Minted like a quality proof coin, each authentically detailed buckle is hand polished to perfection, gift boxed and accompanied by a certificate of authenticity.

STERLING SILVER..$175.00
JEWELER'S BRONZE..$24.95

American Made

The Historic Providence Mint
222 Harrison Street, P.O. Box 8
Providence, R I 02901-0008

ORDER FORM

The Historic Providence Mint
Dept. M TRN-2, 222 Harrison Street
P.O. Box 8, Providence, RI 02901-0008

933

Please send the following Buckle(s):

_____Sterling Silver Buckle(s) (H43) .$175.00 $_____
_____Bronze Buckle(s) (H42) . . . . . $24.95 $_____
SHIPPED POSTPAID TOTAL $_____
☐Check or Money Order enclosed.
☐American Express ☐Diner's Club ☐VISA ☐MasterCard
Card No. _____ Exp. Date _____
Name_____
Address_____
City_____
State_____ Zip_____

CALL TOLL FREE FOR FASTER CREDIT CARD SERVICE
1-800-872-8787 Operator #56 In Georgia 1-800-874-5112

COACH

DINER-LOUNGE

VISTA BAGGAGE

FOR SALE: COACHES, DINER – LOUNGE, VISTA BAGGAGE CARS

We are pleased to offer these exclusive former UP cars in superb overall condition. All cars are ready to roll and feature the following:

COACHES: We have 10 coaches that are in almost mint condition. Each coach seats 48 people in reclining seats. Bathroom and lounge at both ends of the car.

DINER-LOUNGE: We have 1 Diner/Lunch Counter/Lounge car in beautiful condition. Has seating for 48 at counter, tables and lounge area. Has complete working large kitchen, lunch counter area and a very attractive interior layout. Ideal for bar/lounge/diner service.

VISTA BAGGAGE: We have 3 baggage cars. The unique 70' recreation baggage car has large picture windows in the car, and special heavy-duty screens across the door for passenger safety and viewing window. The other two baggage cars are 80' with new six-wheel outside swinghanger trucks!

Contact us for complete specifications and prices.
Fantasia Trains, PO Box 1199, Port Washington, NY 11050 / 516-883-1120

Video and Audio Tapes from the Frog

There are many railroad tapes on the market, some of them quite good. Green Frog has a history of entertaining, fast moving well edited video and audio tapes. Our customers tell us there are none better. So why not give us a try---you won't be disappointed!

Our most recent releases:

'The New Georgia Railroad'--thrill to steam like the 50's as this high-wheeled 4-6-0 pulls a vintage 50's passenger train around Atlanta! Speeds up to 60 MPH--no tourist railroad here! Stereo too!--$29.95

'Switchin' Along the Rio Grande'--Another beautiful narrow gauge tape from that master photographer, Emery Gulash. One of our most popular tapes!--$29.95

Don't miss these other spectacular videos:

- 'Slim Rails Through the San Juans'--$49.95
- 'Modeling Your Favorite Railroad--the Rio Grande Southern'--$29.95
- 'Steam in the 50's'-from the camera of Jerry Carson--$54.95
- 'Twilight of the Rio Grande Narrow Gauge'--a Gulash tape--$54.95
- 'Worktrain to Silverton'--a Gulash tape--$34.95
- 'Diesels '86'--the best of todays railroads--11 different roads--$34.95

Our awesome line of stereo audio tapes:

- 'Thundering Narrow gauge'
- 'Sounds of the Rio Grande Narrow Gauge--Volume I'
- 'Sounds of the Rio Grande Narrow Gauge--Volume II'
- 'Diesels '86--Volume I'
- 'Diesels '86--Volume II'
- 'Sounds of the New Georgia Railroad'
- 'Steam & Diesel Sounds of the 50's'

All tapes available in Dolby B & DBX--see exceptions.

Prices:
$8.95 for Dolby B; $10.95 for DBX
'Thundering'--$10.95--Dolby B
$11.95--Dolby C
$12.95--DBX
'New Georgia'-$10.95--Dolby C
$11.95--DBX

Green Frog Productions, Ltd.
950 Bream Court
Marietta, Georgia 30068
(404) 971-7622

Write for our free catalogue

VISA MASTERCARD
Dealer Inquiries Invited

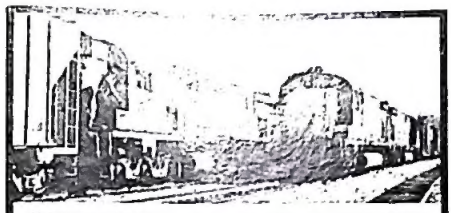
We've Won the West . . .

Find out why **Pacific RailNews** is still the fastest growing news/feature/photo magazine of the railWest. We cover all railroads west of Chicago. A most **Colorful** monthly!

PO BOX 6128 • GLENDALE CA 91205

Until August 31, 1987
☐ $25/1 yr ☐ $47/2 yrs ☐ $67.50/3 yrs
After August 31, 1987
☐ $27/1 year ☐ $49.00/2 years
(Outside USA add $4 per year)

Name _____
Street _____
City _____
State _____ Zip _____
☐ Check enclosed
☐ Charge to ☐ MasterCard ☐ Visa
Exp. Date _____
Card Number _____
Signature _____



"CENTURIES of the NORTH WOODS"

A look at the Chicago & North Western's magnificent Alco Century 628s. Join us as we cover the 6700s operating on C&NWs Lake Shore Division; explore the history of the C628; hit the road for a chase of train ESGBA (Escanaba to Green Bay Manifest); and talk to the shop personnel who maintain the big Alcos.

$60.00 1 hr. 30 min.

Also from East End Productions:

"EXTRA 6706 WEST"

Ride the 6700s from Escanaba to Empire Mine and return. See the C628s as the crews see them: from the cab! Find out what the people who work with these massive locomotives think about them. Then ride the caboose of a loaded ore train back to Escanaba.

$50.00 58 min.

Both programs $90.00...Save $20.00.

Both programs were shot on ¾" videotape with broadcast quality camera and professionally edited, with equal emphasis on sound as well as video. VHS or Beta.

Produced for Railfans by Railfans from

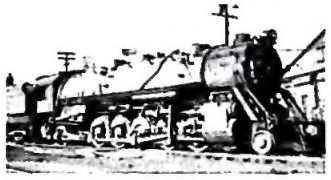
EAST END PRODUCTIONS

P.O. Box 645 Fox Lake, IL 60020

LOCOMOTIVE QUARTERLY

Volume X No. 4

available late July



FEATURING

- Denver & Salt Lake's Busy East End Grade
- Locomotives of the CStPM&O
- B&O's Noted Big Six 2-10-2s
- Train Photos by Robert J. Foster

100-plus Large Photos and supporting text in a book-quality, ad-free Steam Journal

$10.00 per issue
($11.00 overseas)
$36.00 per 4-issue subscription
($40.00 overseas)
Metaphor, Dep't 787-T
P.O. Box 383
Mount Vernon, NY 10552
or at your dealer

Continued from page 7

Soon after the fire broke out, and as it raged only 150 feet away, engineer Dale Springsteen coupled a locomotive to a tank car full of flammable toxic anhydrous ammonia, and brakeman Bill Schofield uncoupled it from three flat cars of railroad ties already on fire, and they moved the tank car out of danger. This occurred before grain dust in the elevator exploded, leveling the elevator, destroying 15 to 20 railroad cars in BN's riverfront yard and damaging tracks there, and shattering windows in a 25-block area, including some in the nearby BN-Amtrak station. Remarkably, only one person—ADM plant manager Jerome Kersten—had injuries serious enough to be admitted to a hospital, according to the Burlington *Hawkeye*, whose employees in the newspaper's trackside offices and plant were among the evacuees. Other BN crew members were switch foreman Paul McKasson and helper Don Charles, and division freight agent Dale O'Riley was also on hand.

Passengers on Amtrak's *California Zephyr* in the following weeks could testify to the explosion's force, for a hole caused by a large chunk of concrete being missing from the southerly elevator silo in the complex is visible from the train as it curves between the Mississippi River bridge and the depot.

Quotes of the Month

"The 1218 is a little difficult to photograph. Due to its black color and 122-foot length, both exposure and composition can be a little tricky. We had good results on a sunny day at the depot using a 28mm wide-angle lens and overexposing by about one-half *f*-stop with ASA 64 color film. We had poor results on an overcast day using the sky as a background. We recommend having a building or vegetation in the background when photographing this immense black hunk of iron."—*Unsigned note regarding Norfolk & Western 2-6+6-4 1218, in the May 1987* Turntable Times *newsletter of the Roanoke (Va.) Chapter NRHS.*

"If we had the money we think we ought to have, you wouldn't have any problem with us about triweekly trains or about not putting on new service, or about anything else."—*Amtrak Chairman W. Graham Claytor Jr., addressing the National Association of Railroad Passengers board of directors in Washington April 25, 1987, as reported in NARP's May 1987* News.

"As a railfan myself, I'm delighted that you are working to promote this sensible and enjoyable form of public transportation."—*Massachusetts Governor Michael S. Dukakis, in an April 9, 1987, letter to the Massachusetts Bay Railroad Enthusiasts, as published in its May 1987* Callboy *bulletin.*

"From 1984 to 1986, our freight carloadings declined 6.2 per cent. But our revenues declined 14.4 per cent in real terms, an indication of declining revenue yields. Our carloadings of coal declined 6.2 per cent during this period, while revenues from our coal traffic declined 16.4 per cent. This reflects that the coal industry and the railroads are in the same competitive market. . . If the proponents of rail reregulation succeed in their efforts to overturn the Staggers Act, the negative effects will be felt by all rail carriers."—*John W. Snow, president of CSX Transportation, testifying on June 3, 1987, before the House Subcommittee on Transportation, Tourist, and Hazardous Materials.* I

NEW VIDEO PROGRAM

THE FIFTIES EXPRESS

Photo by William P. Price

All aboard THE FIFTIES EXPRESS! Features Steam, First Generation Diesels, Electrics. 15 different Railroads:

- **Baltimore & Ohio • Pennsylvania R.R. • Norfolk & Western**
- **Central Vermont • Nickel Plate • Western Maryland**
- **Virginian • Boston & Maine • Edaville • New Haven**
- **Duluth Missabe & Iron Range • Northern Pacific**
- **Chicago Milwaukee & St. Paul • Canadian Pacific**
- **Canadian National** • From the Irving E. August 16 mm Film Collection of the Rocky Mountain Railroad Club. Narrated by Rege Cordic. Color & Sync-Dub Sound. 52 min **$49.95**

NEW LOW PRICES ON ALL TITLES!

Photo by Dave Gross

- ☐ Challenger '82 - U P 3985 4-6-6-4 '82 trips to Pocatello-Salt Lake - Provo, UT Plus '81 trips 55 min **49.95**
- ☐ Union Pacific "Challenger" 3985 - '81 coverage LaSalle freight and double headed with #8444 55 min **39.95**
- ☐ Diesels West - U P and D&RGW - Rio Grande Zephyr Pass, Utah Rwy RSD4 RSD12, RSD15 55 min **39.95**
- ☐ Legend of the Rio Grande Zephyr - Tribute to last privately owned streamliner Denver to Salt Lake 52 min **49.95**
- ☐ Diesels On The Union Pacific - SD-40's, U30-C's DDA40X "Centennials" on Sherman Hill 60 min **49.95**
- ☐ Diesels On The Union Pacific...The Sequel - New Line" action Ride DDA40X Snow Scenes 60 min **49.95**
- ☐ Steam Over Sherman - Steam's last days on U P Big Boys, Challengers, 9000's, 800's Early diesel 54 min **49.95**
- ☐ Rio Grande Of The Rockies - 1950 D&RGW Std Gauge 2-8-8-2's Narrow Gauge Action 59 min **49.95**
- ☐ Excursion To The Thirties - Colorado Narrow Gauge C&S, RGS, D&RGW From 8 mm taken '37 to '41 52 min **49.95**
- ☐ Rio Grande Narrow Gauge In The Fifties - "San Juan" passenger train See K-27, K-36, C-16 action 58 min **49.95**
- ☐ A Forties Memory - 40's steam on D&RGW ATSF, S P, Narrow Gauge on D&RGW and RGS 24 min **34.95**
- ☐ Narrow Gauge Video Vignette - Colo RR Museum 2-8-0 Great Freight '79, Winter on D&S 55 min **39.95**
- ☐ D&RGW Narrow Gauge Freight Trains - 1967 Durango, Chama, Cumbres, Farmington (Silent) 60 min. **49.95**
- ☐ D&RGW Narrow Gauge Stock Train and Kolor Karavan - Stock Passenger Train (Silent) 60 min **49.95**
- ☐ Rails Across The Summit - Award winning 1976 film on Cumbres & Toltec Scenic Railroad 28 min. **34.95**
- ☐ Doubleheader '83 - D&RGW K-36's battle grade over Cumbres Pass on Cumbres & Toltec 28 min **24.95**
- ☐ Snow Train: Rio Grande's Ski Special - First Generation F-9 on ski train to Winter Park in 1984 28 min **34.95**
- ☐ The Sugar Cane Train - Ride Hawaii's 3' gauge Lahaina-Kaanipali & Pacific behind steam on Maui 20 min **24.95**
- ☐ Last Steamers Of The Colorado & Southern - #900 2-10-2 #807 2-10-2 #641 2-8-0 Rotary to Climax 52 min **49.95**
- ☐ Tehachapi Part I: The Santa Fe - Diesel operations on Tehachapi to Mojave 57 min **49.95**
- ☐ Tehachapi Part II: The Southern Pacific - "Tank Train" Freights "Daylight" #4449 on Loop 52 min **49.95**
- ☐ The Rio Grande Today - Tenn Pass, Moffat Tunnel, Calif Zephyr, Snow Plow, Private Car Trip 2 hr Special **59.95**

SPECIFY VHS or BETA II • DEALERS WELCOME

Shipping & handling $2.50 (U.S. & Canada) Foreign $5.00

FREE DESCRIPTIVE BROCHURE

WB VIDEO PRODUCTIONS

VISA or MasterCard (303) 770-8421

6447 S. Heritage Pl. W./Englewood, CO 80111

Unique **B&O, PRR, NYC, WM, M&PA** Railroad Books...see your dealer or write for free literature.

BARNARD, ROBERTS & CO., INC.
305 Gun Road, Baltimore, MD 21227
301 247-2242

RAIL FACTS NEWSLETTER
Subscribe NOW to America's Newest Rail Publication
Interesting Facts and Figures
Stories, Puzzles, and Trivia
$5 per year (six issues) $1 for sample
P.O. Box 366 Centerville, Utah 84014

We are dealers for LGB, The Great Train, made in Germany by Lehman. Catalog and prices $5.54 plus $2 UPS.
The Depot Ltd.
R. R. #3, Sullivan, IL 61951
(800) 223-3768

Baldwin 5 Chime
STEAM WHISTLE
Beautiful, quality-made, aluminum whistles with authentic locomotive sounds. $22.50
Solid Brass for models and saltwater boats $57.50
Use your Visa or MasterCard. Payment required prior to shipment. Illinois residents add 6.25% sales tax. Add $1.50 UPS charge. Write for free catalog.
The Depot of Sullivan
Dept. TR, Sullivan, IL 61951 (800) 223-3768

RAILROAD VIDEOS
VHS-Beta II VHS-HQ*-Super Beta*
This is it!
N&W A 1218
60 Min. - Only $49.00
ORDER NOW, OR SEND FOR FREE CATALOG
OVER 20 OTHER PROGRAMS AVAILABLE
TOLL FREE ORDER LINE: 1-800-367-1017, EXT. 412
JMJ PRODUCTIONS * VHS or Super Beta $5.00 extra
P.O. BOX 4449
HOLLYWOOD, FLA. 33083

The Wymore Story
by Richard C. Kistler
Revised and expanded third edition on CB&Q's Wymore Division and its branch line system in southeast Nebraska. Text and over 100 photos. 72 pages. Companion volume to "High Plains Route."
Burlington Route
$18.00 postpaid

The High Plains Route
by Richard C. Kistler
Burlington Route
A 112-page history of the CB&Q's McCook Division and its mainline service to-from Denver during the era of steam and Zephyrs. Motive power, branch lines and facilities included.
$22.00 postpaid
South Platte Press
Box 163, David City, NE 68632

ARRIVALS & DEPARTURES

ONCE AGAIN, ICC SAYS NO: The most suspenseful rail merger drama since the drawn-out Rock Island case of the 1960's closed an important chapter June 30, 1987, when the Interstate Commerce Commission voted 4-1 (the same margin it rejected the proposal last July) not to reopen the **Southern Pacific & Santa Fe** railroad merger case, and ordered the parent firm, Santa Fe Southern Pacific Corporation, to come up with a plan within 90 days to sell at least one of the two railroads, which must then be done within 2 years. SFSP said it will not appeal the decision. It is free to sell any and all parts of both systems, although Chairman John Reed declared the company's belief "that the railroad business can be good for our shareholders." Early speculation was rampant. Kansas City Southern reaffirmed its plans to make a bonafide offer to buy SP; some observers saw an open door for the creation of the first true transcontinental; Conrail was speculatively linked with Santa Fe; Norfolk Southern's cash-filled drawers were eyed. Best early bet: If SFSP sheds only one railroad, it won't be Santa Fe. Already up for sale are SFSP subsidiaries in the contracting, leasing, timber, and pipeline businesses.

* * *

MICHIGAN EXPANSION: Straits Corp., parent of **Detroit & Mackinac,** has agreed to buy 202 miles of **Grand Trunk Western** in Michigan out of Durand: north to Saginaw, Bay City (D&M connection), and Midland, and west to Grand Rapids and Muskegon. They'll be operated as a separate subsidiary, **Central Michigan Railway.** No purchase terms were disclosed. D&M presently is a 405-mile V-shaped railroad based at Bay City.

* * *

AMTRAK ITEMS: After a thorough study, Amtrak announced in June that it will keep the *California Zephyr* on its traditional **Burlington** route between Chicago and Omaha for at least another year, rather than switching over to Chicago & North Western. . . . Among the items covered by Amtrak President W. Graham Claytor in addressing the National Association of Railroad Passengers board of directors in April 1987 were these: The Salt Lake City-Seattle *Pioneer* will remain daily permanently; it's been triweekly in fall and spring in recent years. Two route additions Amtrak is studying would require new mail business, and Amtrak thinks that might be possible: a Meridian-Shreveport-Dallas section of the *Crescent* over MidSouth (ex-IC) and UP (MoPac), and an Indianapolis-St. Louis leg of the *Cardinal* (Conrail); the latter would require the train to go daily. The **West Side Connection** in New York City, which will allow Amtrak to vacate Grand Central Terminal and put all its trains into Penn Station, is at least 2 years away. Three Turboliners, stored since their 1981 removal from Midwest corridor service, are being rebuilt at Beech Grove, Ind., for the New York State corridor, one this year, two in 1988. Cab-control cars made from Metroliner M.U.'s will be assigned to *San Diegans* (10) and new **Atlantic City** line (6), which is expected to start on schedule in April 1989. . . . Amtrak wants seven new **AEM7** electrics from EMD, including two to replace the 900 and 903, destroyed at Chase, Md., in January. On the other end of the Amtrak locomotive-age spectrum, six **SW1** switchers are serviceable, all assigned at shop locations: two each to Chicago and Rensselaer, N.Y., and one each to Wilmington, Del., and Beech Grove.

* * *

ARSON: The vacated 375-foot-long, 3-span 1898 Missisquoi River **covered bridge** at Swanton, Vt., which hosted the track of St. Johnsbury & Lamoille County and predecessor lines, was destroyed in an arson fire June 8, 1987.

* * *

BUSINESS CAR SALE: Southern Pacific offered for sale 7 passenger cars, including 4 of its 10 business cars, and found buyers—all private individuals—for biz cars *Pine Bluff, Houston,* and *Los Angeles.* Price for the latter two: $120,000 each. Still for sale was *Tucson.* Other cars on the block include SP coach 293, two former Pennsy cars.

* * *

FLAG DOWN: Toronto, Hamilton & Buffalo officially became part of CP Rail's London Division January 1, 1987.

* * *

JUSTICE: Brian Andrew Banks, 19, a U.S. Marine, was sentenced to 6 years in prison and 5 years probation and fined $10,000 for derailing a **Southern Pacific** freight, a 37-car pileup which killed a 25-year-old transient rider [page 13, January 1987 TRAINS]. . . . In a retrial after the U.S. Supreme Court ruled that his confession was inadmissable, Rudy Bladel, 54, was convicted of three counts of first-degree murder of three **Conrail** workers on New Year's

Eve 1978 in Jackson, Mich. Bladel, formerly of Elkhart, Ind., was an engineer who apparently resented bumping from jobs involving railroaders at Niles, Mich., and Elkhart.

* * *

MANTLE PASSES: Dr. John P. Roberts, founder of the 43-year-old **National Museum of Transport** at St. Louis, resigned as an officer and active director of the museum's association May 19, 1987, citing "fundamental disagreement" on the museum's direction. He differs with some officials over the renovation of ex-Frisco 4-8-2 1522 for a museum tourist train vs. more permanent buildings to house the museum's big equipment collection.

* * *

SNOW JOB: **Conrail** has taken delivery of a new rotary snowplow, built by Beilhack of West Germany, powered by three Mercedes-Benz diesels, equipped with four propeller blades up front, a standard model in use on Swiss Federal Railways and elswhere in Europe.

* * *

OBITUARY: Alonzo W. Pond of Minocqua, Wis., who shared his 1928 experiences on Great Northern's *Oriental Limited* and in China [August 1986 and July 1987 TRAINS], died on December 25, 1986.

* * *

SALES: Georgia-Pacific Corp., owner of the 40-mile, 102-year-old **California Western**, has sold the line to Mendocino Coast Railway, a subsidiary of **Kyle Railways**, which owns eight other tourist and common-carrier lines. Mendocino has operated CW's *Skunk* passenger service since 1976, has sought unsuccessfully to reduce service to summer only, when 80 per cent of the 70,000 annual passengers ride. . . . Kennecott Corp., whose **Nevada Northern** has been idle since 1983, has agreed to sell most of NN to Los Angeles Department of Water and Power for $1 million. Included: RS2 105, RS3 109, SD7 401. LADWP is buying the line for future coal-delivery access to a power plant planned near Milepost 89 north of Cherry Creek. Not affected: the NN museum and steam tourist operation in East Ely. . . . **MidSouth Rail**, which acquired 474 miles of Illinois Central Gulf, including the Meridian (Miss.)-Shreveport (La.) line, is expanding, having agreed to buy from Stone Container the North Louisiana & Gulf and Central Louisiana & Gulf (an ex-RI segment), which total 65 miles. **Mid-Louisiana Rail** will operate them. . . . City of Columbia, Mo., is buying the 21.7-mile Centralia-Columbia branch from Norfolk & Western, will operate it (with an SW1200) as **Columbia Terminal**. The ex-Wabash line hosted mixed-train service into the N&W era in the 1960's.

BN BN

THE GREEN MACHINES

BY

ROBERT P. OLMSTED

From green-painted CB&Q 629 to tiger-striped GP50's, follow Burlington Northern's green machines at work . . . Selected BN rail action from Day 1 to the present . . . Includes the region from Minnesota/Wisconsin/northern Illinois to north central Texas . . . 1st printing gone, 2nd printing going . . . Don't miss out!

Over 220 interesting and informative black-and-white photographs — hard cover — dust jacket.

8½ x 11 128 pages $33

Outside U.S.A./Canada, price $37 per book

order from: R. P. Olmsted
8280 Janes Ave., #44A-1700
Woodridge, Ill. 60517

Now Available

SOUTHERN

A Motive Power Pictorial 1968-1982

by P.K. Withers & T.L. Sink

Hardcover, 240 pages, 330+ photos, color dust jacket
Complete roster and disposition data

$32.95 + $2.00 Postage

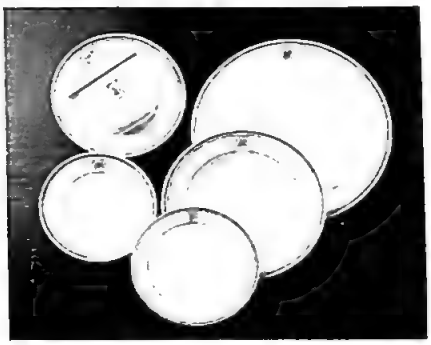
Order from

Paul K. Withers, Publisher
P.O. Box 36, Halifax, PA 17032
(717) 896-3173
Dealer Inquiries Invited

PENNSYLVANIA RAILROAD

DINING CAR CHINA

Tuscan Keystone



Used by the Pennsy in the 20's and 30's and now manufactured by one of the major railroad china makers — STERLING CHINA. This durable yet elegant china is great for display or everyday use. Send LSSAE for brochure or order from this ad. RIGHT TRACK TRADING CO., Box 186-A, Strasburg, PA 17579.

Item No.	Description	Price ea. pc.
PRR-1	Cup	$16.00
PRR-2	Saucer	$11.00
PRR-1a	Cup and Saucer	$24.00
PRR-3	9" Plate	$18.00
PRR-4	7¼" Plate	$15.00
PRR-5	5½" Plate	$10.00
PRR-6	5¼" Fruit Dish	$12.50
PRR-7	6 Pc. Place Setting (Includes 1a, 3, 4, 5 & 6)	$75.00
	2 Place Settings	$130.00
	4 Place Settings	$250.00

SHIPPING: Order Total	Shipping
$0-$20.00	$3.00
$20.01-$50.00	$4.00
$50.01-$100.00	$5.00
Over $100.00	$6.00

Alaska, Hawaii and Canada residents double shipping amt. Overseas residents triple shipping amount.

ORDERING INFORMATION: If paying by check, please allow 4-6 weeks for delivery.

Reproduction—All Pieces Backstamped. PA Residents Add 6% Sales Tax.
VISA and MasterCard accepted. For information, call 717-464-2041 (Evenings).

Railroad Switch Lamp

Hand-made for you from the rugged, old-time Handlan-Buck No. 151 Railroad Switch Lamp.

This custom edition decorator lamp stands 29 inches tall complete with natural burlap shade. RR black enamel. Original red and green day signal targets. Weighs 9 pounds. Regulation red and green lenses light up on a 4-way switch.

Get yourself a ***Big...Beautiful... Bargain!*** Full money-back guarantee.

Available now at your dealer or order direct. Send check or money order for $122.95, plus 10% for UPS and insurance in the U. S. Write or call with MasterCard/VISA number for same-day shipment.

RAILFINDERS

Dept. TR-9, 4519 Ridgewood Avenue
St. Louis, Missouri 63116, (314) 353-1551
Send for FREE catalog.

BANGOR & AROOSTOOK F3 42, in its 40th active year, hauls leased Lam..le Valley coaches across causeway on Squa Pan Lake near Walker, Me., on 470 Railroad Club's Bangor-Presque Isle *North Wind* excursion May 24, 1987. Two-day trip included three branches.

Michael Emswiler.

VICTOR and the spoils: Truck zips by overhead on I-71 in Ohio as CSX work train takes up rails on ex-B&O Lake Erie Subdivision April 24, 1987. Mansfield-Butler portion of Willard-Newark line was dismantled.

James L. Hickey.

RAILROAD NEWS PHOTOS

SCRUBBED GP50 No. 3118 squeezes BN's Wyoming Association of Municipalities special—including Great Dome *Glacier View*—past coal silos of Cordero Mine June 4, 1987.

Otto P. Dobnick.

Jim Wrinn.

CONSOLIDATION COMEBACKS: Ex-Colorado & Southern No. 71 (above) steamed to life in makeshift plastic enclosure at Central City, Colo., May 23, 1987. New tourist hauler Central City & Black Hawk plans to use 3-foot-gauge 2-8-0 on ex-C&S line. In North Carolina (right), the Historic Spencer Shops unveiled "Southernized" No. 604 in photo session with museum's FP7 June 22, 1987. Reincarnation of ex-Buffalo Creek & Gauley No. 4 includes trademark SR eagle. Original SR K-class 604 was retired in 1949.

Bob Bahrs.

LACKAWANNA never had an SD24, but Steamtown's recent acquisition (from Maryland Midland, built for CB&Q) looks nice climbing Pocono Summit on ex-DL&W June 6, 1987.

Robert Giles Ally.

COOPERATIVE crews of BN, UP arranged meet in Olympia, Wash., on June 13, 1987, prior to controversial abandonment of BN trackage through central city. Activists hoped to save line for transit use. BN trains now reach downtown Olympia on the UP branch.

Jim Wrinn.

Bill Farmer.

REMEMBER the centerspread color photo in August 1974 TRAINS of the Bosques de Chihuahua's two Fairbanks-Morse H16-44's? They're still active (as is its SW1) on the 20-mile log-hauler in remote west central Chihuahua, Mexico, and on May 29, 1987, No. 501 pulled the line's first fan trip, part of a Let's Travel Tours Mexican sojourn. Trailing the FM: NdeM 43838 (Chihuahua Pacific Juarez Division superintendent's caboose), NdeM 82971 (sightseeing gondola), BCHXX 1810 (BdeC flat car outfitted for passengers for this trip), and unnumbered BdeC wooden caboose. Line has two tunnels, two sidings.

Scott Hartley.

LAST U.S. on-line ball signal (or is it Lamoille Valley RS3 7803?) attracts photographers on runby at Twin State/Springfield Terminal junction (formerly Maine Central/Boston & Maine) at Whitefield, N.H., during Massachusetts Bay RRE excursion June 6, 1987. Three-car train of LVRC coaches covered all 92 operational miles of LVRC and its subsidiary Twin State (west end of former Maine Central Mountain Subdivision).

RAILROAD NEWS PHOTOS

SERVICE returned to the Henry (Ill.)-Peoria branch of the old Rock Island after hiatus of 4½ years (EJ&E, BN, P&PU served parts of it after RI) as Iowa Interstate GP10 436 (ex-ICG 8036) toted 16 cars south past restored Chillicothe depot June 22, 1987. IAIS is designated operator for owner Lincoln & Southern, a subsidiary of B.F. Goodrich, whose Henry plant now has southern outlet via line to P&PU interchange in north Peoria.

Edward L. Johnson.

Robert F. Schramm.

RARE appearance under wire: To call attention to its being new owner of ICG's Chicago electric suburban line, Metra sent F40 147 and bilevels to Flossmoor, Ill., for May 1, 1987, ceremony marking conveyance. Ex-ICG Highliner coming past showed off its new garb.

TRAINS: J. David Ingles.

WISCONSIN & SOUTHERN hosted May 9, 1987, Milwaukee-Horicon (Wis.) test run for Scenic Rail Dining dinner train planned for 1988. The two ex-Alaska E9's, renumbered 10A/10C, pulled Northern Rail Car business car *North Star* and ex-Auto Train (UP) dome.

RJY Slides: R.J. Yanosey.

David Ellzey.

LOUISIANA & DELTA SW1200 *City of New Iberia* (ex-SSW 2250) works International Salt on Avery Island, La. (also home of Tabasco sauce), May 26, 1987. Genesee & Wyoming-owned line [page 10, April 1987 TRAINS] also has GP9 *La Bonne Terre*, ex-SP 3434.

WHOOPS! Contractor felled 1951 coaling tower over former Pennsy Conemaugh Division main at Truxall, Pa., May 18, 1987, but instead of tipping away from tracks and causing expected 24-hour traffic delay for Conrail, it came straight down, closing line for 5 days!

Ken Karlewicz.

REPAINTED by Susquehanna's Little Ferry (N.J.) shop, "New York, Ontario & Western" NW2 116 leads NYSW C430 3000 on northbound freight on Utica branch at Greene, N.Y., April 25, 1987. The 1948 EMD goat began life as O&W 116, was subsequently owned by New York Central, PC, Conrail.

Alan E. Irwin.

SUBSTITUTE service for Amtrak *Montrealer* [page 11, July 1987 TRAINS], at Essex Junction, Vt., April 12, 1987, misspelled the carrier on New Britain Transportation MCI 82. New daylight Am-bus route was changed to skip this stop, serve Burlington directly.

Ken Karlewicz.

Charles K. Marsh Jr.

BRITISH COLUMBIA Railway has acquired the eight Oneida & Western SD40-2's from Tennessee owner Shamrock Coal, evidenced by renumbered 743 at Squamish on May 31, 1987. BC Rail also has Kennecott 100-series SD40's, late of Bingham Canyon (Utah) line.

RIGHT: Making a fine sight skimming south along the Hudson River under Bear Mountain Bridge on Conrail's West Shore Line May 17, 1987, is the 18-car *West Point Special*, a round-trip Amtrak excursion to West Point, N.Y., by Lancaster (Pa.) Chapter NRHS.

J.L. Horton.

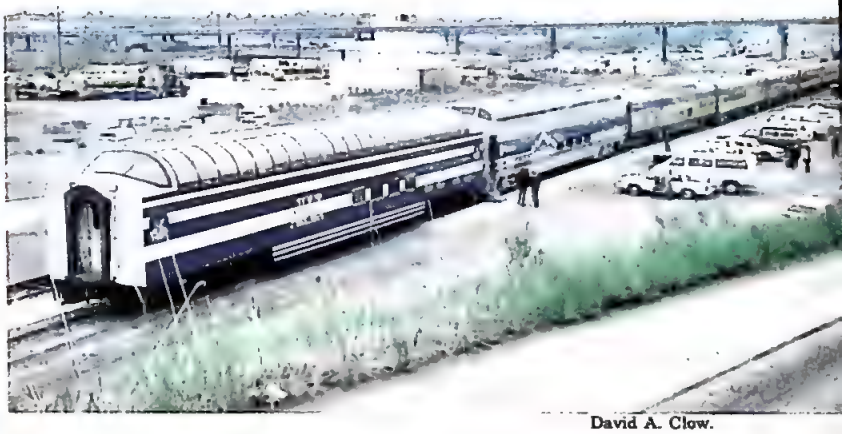
LAST steam freight short line, Illinois' Crab Orchard & Egyptian, sold 2-8-0 17 to a Boone (Ia.) tourist line, now operates ex-MoPac SW1200's 1161 *Marion* and 1136 *Herrin*, named for CO&E towns.

Scott Hartley.

NEW short line Connecticut Central, a subsidiary of Valley Railroad, runs 13 miles of ex-Conrail (New Haven) lines around Middletown with leased Seaview Transportation Alco S4, ex-CR caboose.

RAILROAD NEWS PHOTOS

David A. Clow.



David A. Clow.

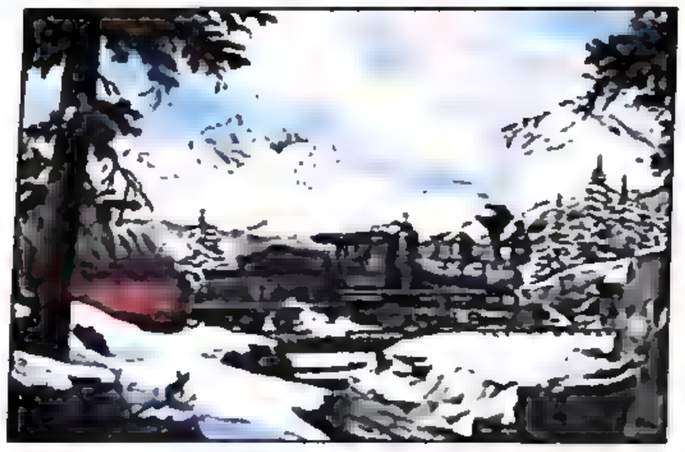
INAUGURAL Alaska Railroad *Denali Express* to Fairbanks readies for Anchorage departure May 23, 1987 (above), with, from rear, a Tour Alaska ex-MILW Super Dome, Westours' ex-Santa Fe dome *Tanana*, ARR ex-UP dome coach. Also on ARR: seven Westours ex-SP bilevel coaches for Whittier and Seward cruise-ship connections.

LEANIN' TREE

"to touch across the miles"

Christmas Cards of America's Train Heritage

Show your friends, family and business associates how much you care by sending these distinctive, quality Christmas cards. Fine art from some of America's leading train artists is superbly reproduced on a richly textured paper stock. It's so nice to keep in touch with Christmas cards that reflect the life you lead and the trains you love. Cards measure 5" x 7"—and you can mix and assort in any combination you want. Your choice of envelope color too. Our 39th season in business... and our promise to you as always: **Satisfaction unconditionally guaranteed or your money back!** It's so easy to order by mail or phone—do it today!



5101 FRESH TREES AND FULL STEAM "May you and yours this Christmas Day and every day this coming year be blessed with health and happiness"
—artist Howard Fogg

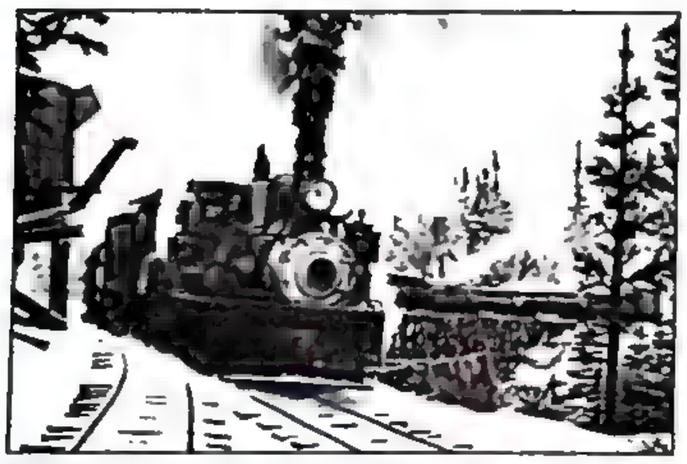
5092 RIO GRANDE SOUTHERN "May the meaning of the Season be deeper, its friendships stronger and its hopes brighter as Christmas comes to you this year"
—artist R.E. Pierce

5100 HEADED FOR TROUT CREEK PASS "May there come to you at this holiday time an abundance of the precious things of life: Health, Happiness, and Enduring Frendships"*—artist Howard Fogg*

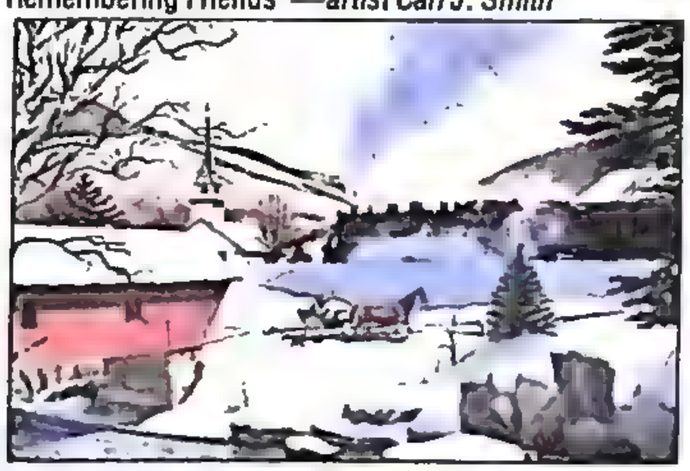
5038 THREE FOR THE HILL "This brings a prayer at Christmas time that God will always bless your home and you and those you love with lasting happiness."
—artist Howard Fogg

5077 HOME FOR CHRISTMAS **"Times change and we with time, but not in the ways of friendship."** "Let us keep Christmas, holding it close to our hearts, for its meaning never ends and its spirit is the warmth and joy of Remembering Friends"*—artist Carl J. Smith*

5088 WYOMING BLIZZARD! "Merry Christmas and Best Wishes for a Happy New Year"*—artist Howard Fogg*



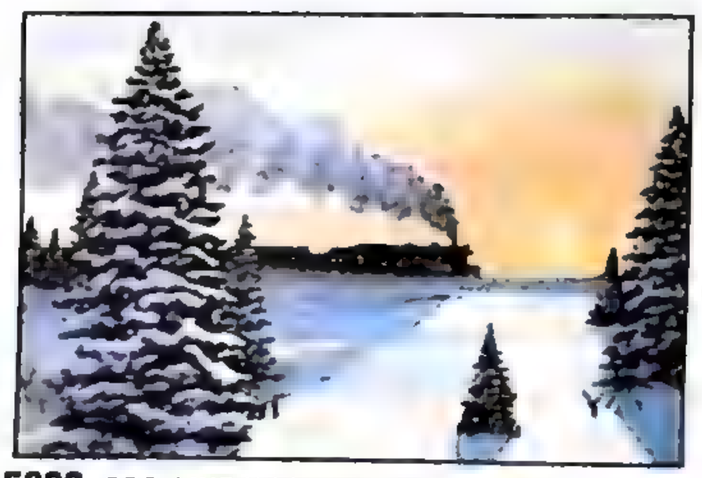
5068 WINTER ON THE WEST SIDE "Merry Christmas and Best Wishes for a Happy New Year"
—artist Jan P. Rons



5002 HOLIDAY LOCAL TO THE NORTH COUNTRY "Peace and Good Will at Christmas and through all the New Year"*—artist Howard Fogg*

5095 WESTERN MARYLAND WINTER "May there come to you at this holiday time an abundance of the precious things of life: Health, Happiness, and Enduring Friendships"*—artist Howard Fogg*

5014 THE WABASH CANNONBALL "With Best Wishes at Christmas and Happiness through all the Coming Year"*—artist Howard Fogg*

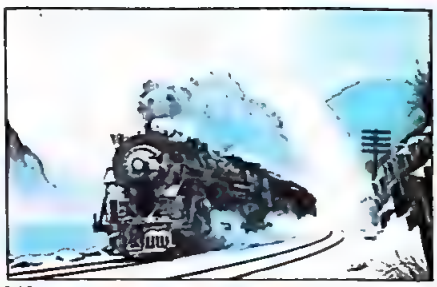


5090 SOO LINE WINTERSCAPE "May the Peace and Happiness of the Christmas Season abide with you through all the Coming Year"*—artist Mike Danneman*

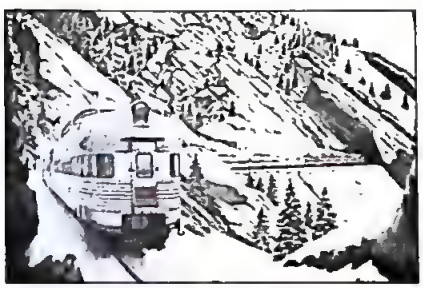
5041 PRIDE OF THE NORTHWEST "From our crew to yours... Merry Christmas and Best Wishes for a Happy New Year!"*—artist Howard Fogg*

5093 NORTH WOODS HIAWATHA "Merry Christmas and a Happy New Year"—*artist R.E. Pierce*

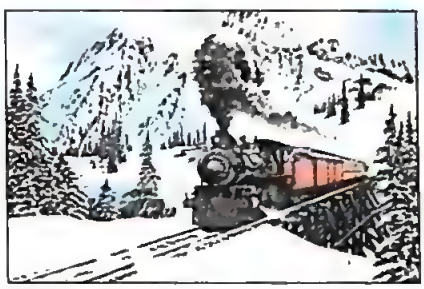
5076 "Joy is the Spirit of Christmas—Peace is the Hope of the World" "May the Peace and Happiness of the Christmas Season abide with you through all the Coming Year"—*artist Jodie Boren*



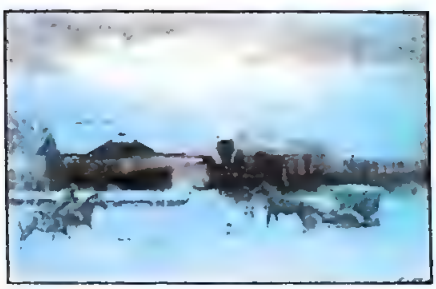
5013 GREEN FLAGS FOR A CHRISTMAS RUN "May the meaning of the Season be deeper, its friendships stronger and its hopes brighter as Christmas comes to you this year"—*artist Howard Fogg*



5065 THE CALIFORNIA ZEPHYR "With every good wish for Christmas and the New Year"
—*artist Howard Fogg*



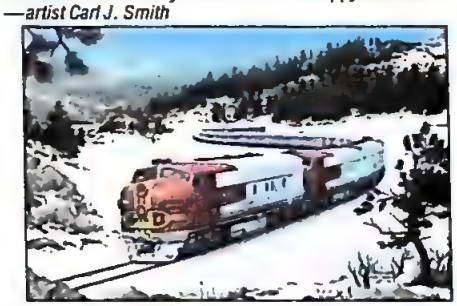
5096 HOME FOR CHRISTMAS "To those we love and see each day, and other loved ones far away, to all good friends whose friendship means so much, and those with whom we're somehow out of touch...Merry Christmas and Happy New Year!—*artist Jodie Boren*



5060 "To those we love and see each day and other loved ones far away, to all good friends whose friendship means so much and those with whom we're somehow out of touch...Merry Christmas and Happy New Year"
—*artist Carl J. Smith*

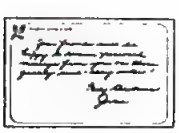
5082 BIG BOY IN ECHO CANYON "Merry Christmas and a Happy New Year"—*artist Howard Fogg*

5054 THE YANKEE CLIPPER "Merry Christmas and a Happy New Year"—*artist Howard Fogg*



5089 SANTA FE SUPER CHIEF "Merry Christmas and a Happy New Year"—*artist Mike Danneman*

Our 39th Season in Business—Satisfaction Unconditionally Guaranteed or Your Money Back!



Send-along notes. Fit inside Christmas cards! Handy packet of 25, all one design. SAW $2.95

Christmas Card Price List

15– $7.50	40–$20.00	125– $62.50
20–$10.00	50–$25.00	150– $75.00
25–$12.50	75–$37.50	175– $87.50
30–$15.00	100–$50.00	200–$100.00

Over 200 – 50¢ per card
Sample cards – $1 each
Minimum order 15 cards

Order Toll Free 1-800-525-0656
In Colorado, 1-530-1442

5002	5060	5088	5096
5013	5065	5089	5100
5014	5068	5090	5101
5038	5076	5092	
5041	5077	5093	
5054	5082	5095	

Personalized Printing Services (optional) Your name can be printed inside cards and/or your address on envelopes. Name printed in cards $5.25; address printed on envelopes $5.25

Choose one envelope color.

☐ Red ☐ White

☐ Blue

(If no choice, plain white will be shipped.)

Send $1.00 for catalog, sample card, and envelope.

Name to be printed on Christmas cards_____

Send cards and/or catalog to_____

Rte., St., Box No._____

City_____ State_____ Zip_____

☐ Check enclosed. No C.O.D.s.

☐ Visa ☐ MasterCard ☐ American Express

Expiration Date Month / Year

Signature_____

LEANIN' TREE® 1987

Order Toll Free 1-800-525-0656
In Colorado, 1-530-1442

Box 9500-T-SK32
Boulder, CO 80301

Order cards of all one design or assort in any combination. Indicate number of cards to right of code number. Thank you for your order!

Number of cards		
Cost of cards	50¢	$
Send Along Notes–SAW $2.95		$
Name printed in cards $5.25		$
Address printed on envelopes $5.25		$
Colo. res. add 3% sales tax. Calif. res. add 6% use tax		$
Postage and handling		$ 2.95
Total	$	

"N & W 1218"
"18 Wheels of Steel"

CAB SCENES, PACING, AERIAL SHOTS, RUNBYS AND MORE!

$39.95 VHS or BETA

COLOR & SOUND
APPROX. 50 MIN.

(Ohio residents include $2.20 sales tax)

CALL OUR TOLL FREE ORDER NUMBER - 1-800-722-0765
(IN OHIO - 216-757-0765)

HOPEWELL PRODUCTIONS
1714 BOARDMAN-POLAND ROAD, #15 • POLAND, OHIO 44514

VISA MasterCard

Continuing our series of **accurate, carefully researched** and **detailed** pictorial reviews of Canada's railways, we are pleased to announce that the following are now available:

CANADIAN PACIFIC IN ALBERTA AND SASKATCHEWAN
by Charles Bohl and Les Kozma

This work covers the Canadian Pacific in the western prairies from its earliest days to the present. There is a detailed photograph of a 1906 steam shovel and also one of a 1903 rotary snowplow. Steam and diesel-electric locomotives of various types are illustrated and, while there is not the majestic scenery of the mountains, we believe that railwaying on the prairies has an aura all of its own. **$6.00 including postage.**

CANADIAN PACIFIC'S ELECTRIC LINES
by George Roth and William Clack

One of Canadian Pacific's "best kept secrets" is that it operated an interurban system in southwestern Ontario. This 32 page book covers all aspects of the system from its inception as an urban traction system in 1894, through its development and modernization to its final conversion to diesel-electric power in 1961. **$7.00 including postage.**

CANADIAN NATIONAL AND CANADIAN PACIFIC IN NORTHERN ONTARIO (Volume Two)
by Dale Wilson and Gordon Jomini

Through the rocks, lakes, streams and trees of northern Ontario, the authors follow both of Canada's major railways. The work contains a mix of steam and diesel-electric power and, as with all BRMNA works, has extensive captions describing fully each illustration. **$6.00 including postage.**

PACIFIC GREAT EASTERN RAILWAY (Volume Two)
by Timothy Horton

To celebrate the British Columbia Railway's 75th anniversary, we are publishing the second work in this series. This volume completes the story of the line up to the early 1970s. It will be followed by **The British Columbia Railway (Volume One)** in 1988. **The Pacific Great Eastern Railway (Volume Two) $7.00 including postage.**

Since we published our first work, **Canadian Pacific in the Rockies (Volume One)** in April 1978, BRMNA has earned an enviable reputation for high quality, low cost railroad books. There are now over 30 titles and all are in print. **The Northern Alberta Railways (Volume One)** has been out of print for some time but, after much pressure from those of you who missed this work, we have been persuaded to reprint it. This happy news coincides with the announcement that Colin Hatcher is now completing **The Northern Alberta Railways (Volume Two)** and this book will be available later in 1987. Other works in the course of preparation include **Canadian Pacific in Manitoba (Volume Two)** and the **Dominion Atlantic Railway.** All will be available for $7.00 including postage.

For those of you who wish to receive all our works, why don't you become a BRMNA subscriber? Send $22.00 and the next four works will be sent to you as they are published. For further information, send a self-addressed envelope to:

B.R.M.N.A.
5124 - 33rd Street N.W.
Calgary, Alberta, Canada T2L 1V4
DEALER TERMS ARE AVAILABLE

"Georgia Speedway" by Robert Karsten

The location is Monteith, Georgia, some five miles north of Savannah's Union Station. We find ourselves retreating from the intense summer sun beneath a moss-draped Live Oak. The blackwater swamp, a particular feature of the Coastal Plains area, flows lazily beneath the railroad trestle as it meanders toward the Savannah River less than a mile away.

As the junior anglers pause from their morning adventure, the tranquility is momentarily shattered by the sudden approach of a pair of EMD E-6 passenger diesels. The boys hardly have a chance to show off their catch as the engineer continues to hold the throttle in the eighth notch approaching Savannah — taking full advantage of the impressive double-track mainline maintained to 100 mph standards. The royal purple and silver diesels are in stark contrast to the lush green surroundings of the coastal lowlands through which they race daily between Florida and the Mason-Dixon Line.

From the palette of Robert Karsten we once again experience the beauty and sheer awe of a passenger extra running on Georgia's speedway at a pace that most airlines couldn't match in 1950!

This limited edition print is printed in 6 colors to insure absolute color accuracy on 100 lb. neutral pH paper.

Original Size
24" x 36"
Paper Size.
24½" x 34¼"
Image Size.
21½" x 32¼"

Shipped in 5" round mailing tube, UPS insured. Please furnish street address for UPS delivery.

Original ~~$50.~~
Artist's Proofs
(Nos. 1-50). $60. ppd.
Signed/Numbered
(Nos. 51-300). $45. ppd.

VISA/MC/AMEX
ACCEPTED
Include expiration date

Mail To: THE TRAINMASTER™ of MONTGOMERY
3641 Pebble Drive / Montgomery, Alabama 36111

Mainline 4-4-0's . . . in 1987!

No. 171 along Lough Owel, near Mullingar. George H. Drury.

GEORGE H. DRURY

IRELAND is hardly the first country you think of for running mainline steam excursions—certainly I had no idea what to expect when the invitation came to join the Lough Gill Railtour on May 9, 1987.

For several years the Railway Preservation Society of Ireland has been running a steam-powered rail tour the second weekend of May. This year's outing was threefold: from Dublin northwest to Sligo (136 miles) on Saturday, May 9; back to Dublin, then north to Belfast (113 miles) on Sunday, May 10; and from Belfast (Central Station) to Coleraine (69 miles), then back to Belfast (York Road Station), and on to Whitehead on Monday, May 11. The last day's itinerary served to get the train back to RPSI's base at Whitehead in the absence of a direct line across the city of Belfast. Total miles behind steam: well over 500.

RPSI used two locomotives for the weekend. Covering the Dublin-Sligo portion was Great Northern Railway (Ireland) No. 171, *Slieve Gullion*, an inside-connected 4-4-0 built by Beyer Peacock in 1913 and rebuilt in 1938; for the mile-a-minute running on the main line to Belfast and the trip to Coleraine, power was Great Northern 85, *Merlin*, a 3-cylinder compound 1932 Beyer Peacock 4-4-0, a member of the first group of 3-cylinder locomotives in Ireland. Both were painted blue and lined out in red. Most of the eight passenger cars wore the crimson lake (maroon) of the London, Midland & Scottish, which for many years owned the Belfast & Northern Counties Railway, and two carried Great Northern's imitation teak sheathing (wood-graining on sheet metal).

The Sligo and Coleraine legs had the effect of re-creating train travel from several decades ago. The combination of steam up front (with a cinder drifting in the window now and again), wooden coaches, jointed rail underneath, and an occasional whiff of a smell that immediately said to me "Boston & Maine suburban coach" was nostalgic (almost as much so was the sound of the EMD 567's that power most of Irish Rail's diesel locomotives).

The tour package included hotel accommodations, meals (two in RPSI's dining car), photo stops, runbys, and even lineside buses for viewing and photographing the train under way. Total passenger count was about 320. Most were from Ireland and Britain, but a large contingent from the Berliner Eisenbahnfreunde [Berlin Railway Friends] justified bilingual signs in the coaches—and many of those aboard had been riding RPSI's spring railtour for years. It was my first time, but I felt like an old friend.

RPSI has particularly good relationships with Northern Ireland Railways and Iarnrod Eireann (Irish Rail*) and also with the Northern Ireland Tourist Board and the Bord Failte (Irish Tourist Board).

*In February 1987 Coras Iompair Eireann, which operated all public transportation in the Republic of Ireland, was split three ways: Iarnrod Eireann (Irish Rail), Bus Eireann (whose symbol is a galloping Irish setter), and Dublin Area Rapid Transit (which operates Dublin's bus system and electric M. U. cars on IR's tracks between Howth and Bray).

The former was evident in the way the train was scheduled between Dublin Area Rapid Transit M. U.'s on 10-minute headway and NIR suburban trains and in its excursion program that covers nearly all NIR and IR lines except the double-track Dublin-Cork main line—Irish Rail is uneasy about the proximity of wooden coaches and its own 90-m.p.h. trains. The latter relationship showed in the arrangements the society made to get me there.

RPSI is an international organization, with bases at Whitehead in Northern Ireland, a few miles northeast of Belfast, and at Mullingar in the Republic of Ireland, about 50 miles west of Dublin. Its railtours are a fine introduction to railroading in Ireland and a nice adjunct to a trip to Britain (several ferry services offer good passenger connections between British and Irish passenger trains). For information on upcoming tours check with RPSI, Castleview Road, Whitehead, County Antrim, Northern Ireland. I

GEORGE H. DRURY serves as TRAINS *librarian in between trips. He'll be reporting further on his Irish train travels in a future issue.*

Those Mexican blues

All photos, R.A. Plazzotta.

BLUE diesels were real, after all. Fresh GP38's at Pantaco, the Mexico City coach yard, March 8, 1987, were used for NdeM publicity photos.

Homebuilt coaches and hand-painted emblems

R. A. PLAZZOTTA

IT is often said that beauty is in the eye of the beholder. People with specialized interests will view television and/or motion pictures for different reasons. A railfan would watch the film "Tough Guys" for SP 4449, while the movie fan would be more interested in the roles of Kirk Douglas and Burt Lancaster. How many traction or bus fans watch the opening minutes of the film "Rat Race" to see Tony Curtis board Greyhound PD-4501 E5611 at Milwaukee's Public Service Building? Don't like traction? After the bus turns left onto Third Street, you get a glimpse of the old CMStP&P depot.

The same reasoning applied when I watched telecasts of the 1986 World Cup football (soccer) games from Mexico City. Maybe the stadium would be shown, and I could see if the new light-rail system was in service. Alas, television was no help. Nor could it have been in answering a couple of other questions that had come up since my earlier visits to our southern neighbor. Why had Alco stronghold Pacifico purchased four new SD40-2's in 1986? GE's yes—but EMD's? That didn't sound right. And what about blue National of Mexico units that Mexican railfans had been reporting seeing—at night, of course—since 1985? A trip to Mexico was in order, to update these and other things that might have changed, or were not mentioned, by Jim Terrell in his report [pages 40-47, June 1984 TRAINS]. I flew down for a look in March 1987.

In 1986 a new Director General was appointed for the Mexican railroads, and with the change in leadership, several changes were noticed. The program to consolidate Mexico's four regional railways into the National of Mexico (NdeM) seems to be getting more emphasis. The operation of the United Southeastern (FUS, or Sureste) has been monitored by NdeM for the last couple of years. FUS is a division of NdeM, but not until 1987 were the FUS diesels renumbered and repainted NdeM.* And as of October 1986, the Pacific Railway (FCP, or Pacifico) is officially no more—although the operation is still conducted as if independent, and locomotives still were being repainted in the SP-like gray and red. They're due for NdeM paint soon, but no renumbering plan has surfaced. The overall plan is to consolidate to six operating divisions for all of Mexico. Currently, NdeM has 22, including FUS, plus FCP's 2, the Chihuahua Pacific (CHP), and the Sonora-Baja California (SBC).

Passenger service on NdeM shows some conflicts. Several trains have been downgraded—for example, Mexico City-Ciudad Juarez Nos. 7 and 8 have lost their diner, and the Yucatan trains, Mexico City-Merida Nos. 49-50, are coach-only. Many cars look rough on the outside, but the sleeping cars, at least, look clean on the inside. And yes, George Drury, Mexico City-Guadalajara Nos. 11 and 12 still carry a 12-section heavyweight Pullman—the interior of the one on the westbound train the night of March 4, 1987, had been painted not more than 2 months earlier. Entering that car was like walking into the twilight zone.

A new train, the *Especial*, has been put on between Mexico City and Querétaro via the new (1986) line. Carded for 2 hours 57 minutes, it leaves the capital at 0700 hours and Querétero at 1800. Usual power seems to be one of NdeM's four new 13000-series SD40-2's (they weren't lettered for FCP, after all), and the consist was Japanese-built Primera Especial coaches (air-conditioned, reclining seats), a diner, and a lounge car. The equipment did not appear to have been refurbished for the new train, however. Two of the SD's, 13001 and 13004, already have been repainted once, following an encounter between this train and a rock slide.

Pantaco, the Mexico City coach yard, contained more repainted and upgraded passenger cars than the trains themselves. Pantaco was a sea of blue [page 15, May 1987 TRAINS] that included several of NdeM's Japanese-built coaches, reconditioned in Mexico with new seats, window glass, and air-conditioning units. Ten new sisters of the same type, Nos. 6000-6009, Mexican-built in February 1987, were also on hand. Also seen repainted were some "Toronto subway cars" (nicknames for Canadian Hawker-Siddeley coaches similar to Canada's Tempo cars), coaches from the 1935 and 1937 Milwaukee *Hiawathas*, and heavyweight Segunda (second-class) cars. No ex-Canadian Pacific cars were seen in blue.

You can spot the new homebuilt 6000's very easily—they are spray-painted at the factory with only an orange emblem field, and NdeM's multi-colored logo is then hand-painted in on the orange area at Aguascalientes. There is talk of a future Mexico City commuter service, to use Fiat motor cars, of which ex-Pacific 104 and 127 have been rebuilt.

Capital spending plans for 1987 called for Mexico to invest $1.5 billion in its railroads. About one-fourth is for track improvements, to about 3100 miles. The electrification of the new 171-mile

*FUS GA8's 82-92 to NdeM 5417-5427; S6's 103-107, 109-111 to 5300-5307; RS11 401 to 7295; GP38's 512-513 to 8255-8256; GP38-2's 515-521, 528-533 to 9415-9427; U23B 523 to 9181; C420's 510-511 to 5700-5701; M424's 525-527 to 9553-9555; and SD40-2's 601-604 to 13005-13008.

double-track line to Querétero, opened in 1986, is still to come, though; some catenary poles have been installed, but there is no firm date for electrification.

Improvements to engine facilities at Mexico City and Guadalajara are under way. NdeM is working on obtaining 50 rebuilt SD40-2's from the U.S., to be done by Electro-Motive, Morrison-Knudsen, or VMV's Paducah Shops and possibly including 40 ex-Milwaukee units from Soo Line coming off lease. Fifty of NdeM's out-of-service diesels would be traded in on the deal, including GA12's, GA16's, GP18's, and some GE units. San Luis Potosi shop (SLP) is currently remaking NdeM's 8200-series 2500 h.p. GP35's into nonturbocharged 2000 h.p. GP38 equivalents; 12 have been completed. SLP has also repainted some secondhand U.S. units into NdeM orange and green, including ex-Long Island C420's 201 and 220 and ex-Delaware & Hudson SD45 801 and C628 615.

Mexico City's light-rail line did indeed open, in late 1986 after the World Cup. It operates between the south end of the subway No. 2 terminal at Tasqueña and East Azteca. Headway is 5 to 6 minutes, with a 17-car fleet of 3-unit articulated PCC streetcar rebuilds. Roadbed is poured concrete with slots for the rails, which are fastened directly to the concrete. Rubber is poured to fill the area on each side of the rail. Fare is 20 pesos ready fare, with no ticket agents. Each road crossing on the private right-of-way line has a flagman on each side of the track to stop highway traffic. Neither this line nor the subway has the U.S. problems of slashed seats or graffiti.

As for the long-rumored NdeM blue locomotives . . . were they real? The first indication was a pencil-colored black-and-white photo at NdeM headquarters. It seemed as though everyone had a different list of numbers of locomotives supposedly repainted. Was that the 1-02 in blue I saw on the night (of course) train to Veracruz? Now *I* was seeing things. Aguascalientes shop, which in 1986 was finishing new GE's, now was only repainting coaches, plus making frogs and switchpoints! And SLP was still outshopping diesels in orange and green. "You should've been here last night," said a shopman. "The 9218 left for Mexico City." Sure.

Well, as is obvious from the accompanying photos, some blue units do indeed exist. Turns out, SLP had spray-painted three units: B23-7 kit 12008 on January 31, sister 1-02 (numbered for NdeM's land-bridge railroad) on February 27 (I *did* see it!), and GP38 9218 on March 1, all without heralds. Pantaco completed high-nose GP38's 9909, 9908, and 9902, the last one turned out of Valle de Mexico on March 7. Valle yard? Yes, craftsmen there too paint on the NdeM heralds by hand!

Someday perhaps we'll have to watch an old movie to see NdeM orange and green.—R.A. PLAZZOTTA.

NdeM's emblem, hand-painted, as usual.

I *HAD* seen the 1-02! The GE "kit" B23-7, assembled in Mexico, is numbered for land-bridge line.

FOR B23-7 12008, repainted at SLP shop, GE supplied components, NdeM assembled.

MEXICAN-built in February 1987, coach 6000 is one of a group of 10, sisters to Japanese cars.

Gary Knapp.

Happy 30th

Two groups of GP9's carry on in New England

SCOTT HARTLEY

THIRTY YEARS AGO, two major milestones in diesel locomotive history were being reached in New England, and Electro-Motive Division's popular GP9—the 1750 h.p. B-B road-switcher—played the starring role in both stories. Boston & Maine and Central Vermont were both buying these ubiquitous units, but B&M was replacing FT road freighters with its GP9's—thus achieving an early "second generation"—while CV's new GP9's just a couple of valleys away were silencing steam power. More remarkable is that in 1987, both B&M and CV not only continue to operate a respectable number of these 1957 machines, but will still assign them to symbol freights!

B&M, an early convert to diesels, had early Alco-GE and EMC switchers, a succession of four F models from FT through F7, BL2's, Alco RS's, and 23 GP7's, most of which were equipped for Boston commuter service. By 1957, the FT's were tired, and EMD salesmen, caught in a period of low sales as most roads had recently dieselized, persuaded B&M to trade in early covered wagons for "remanufactured" units—really brand-new GP9's incorporating some rebuilt components. Most of the group carried builder plates with RE stamped in front of BUILT.

The road's flamboyant president, Pat McGinnis, who had just finished redecorating the New Haven Railroad in orange, white, and black, replaced B&M's EMC-styled maroon-and-gold Minute Man scheme with a bright blue, black, and white design on the 50 Geeps, Nos. 1700-1749. The image came complete with a new B-atop-M logo designed, of course, by Mrs. McGinnis. The new freight engines quickly were dubbed Bluebirds by employees, and the name has stuck to this day. The 1700's were assigned to all B&M's hotshots, and three- to five-unit consists of Bluebirds became commonplace on B&M's east-west mainline routes for two decades.

Even as B&M's Bluebirds entered service, Central Vermont was still operating 2-8-0 steamers on wayfreights, although coal-burning road engines had been displaced by cab units from MLW, CLC, and GMD of parent Canadian National. Except for some Alco-GE 1000 h.p. switchers and four RS3's, CV's own roster was composed of chunky Consolidations.

In 1956 and 1957, though, two types of GP9 appeared on CV and its CN Maine neighbor Grand Trunk: 4400- and 4500-series freight versions, and a 4900-series passenger version with steam generators and rooftop air reservoirs. All 34 were painted in CN green-and-gold but lettered for CV or GT, and they ran CN-standard long-hood-forward and were used interchangeably on CV or

Scott Hartley.

IT'S all green GP9's as Central Vermont trains 447 and 444 meet at Milton, Vt., in 1985, and it's two-thirds Bluebirds—and all Geeps—on Boston & Maine train SAED at East Deerfield, Mass., on January 17, 1987, as GP7 1567 trails 1808 and 1724, rebuilt and unrebuilt GP9's.

GT. In 1963, the GT's were officially assigned to CV, but many kept GT lettering into the 1980's. There was also some assignment-switching over the years among CV-GT Geeps and those of Grand Trunk Western.

For two decades, these GP9's held down virtually all major assignments on B&M and CV. As New England's economy changed and big rail shippers departed, neither road had cash to do anything but make do with the old Geeps. B&M did add six GP18's in 1961, and 12 GP38-2's and 18 GP40-2's in the 1970's, but CV to this day has bought nothing new since the GP9's.

Paint schemes changed. B&M's bright Bluebird image gave way to a more economical solid blue with small logos, while CV's green followed CN's into history in favor of black with red noses and white "noodle" initials. In the 1970's, when CN's U.S. subsidiaries began to show independent images, CV went to a forest green with twin yellow bands. The two series of Geeps even got together in the late 1970's and early 1980's on pooled Connecticut River line freights, sometimes with CP Rail MLW units.

In the late 1970's when 11 CV GP9's went to the Midwest in exchange for Duluth, Winnipeg & Pacific's 15 Alco RS11's (a few had been on CV briefly once before), the CV GP9 monopoly appeared over. But the Alcos were not healthy, and by early 1987 only 3 of them were in service on CV (plus 4 more on GT).

Meanwhile, CV had acquired three more Geeps, a former Northern Pacific GP9 and two ex-Rock Island high-nose GP18's. Also, four blue GTW EMD's, a GP38AC and three GP9's, came on long-term lease. CV also borrows CN units, often MLW M420R's, on a day-to-day basis. CV has rebuilt two of its Geeps, chopping the short hood and changing control-stand position for short-hood-forward operation.

So CV's fleet is not pure, original GP9, but in mid-1987 its 19 Geeps still handled virtually all of the freights. Each day, a solid set of five or six would be lashed together to move the 10,000 tons of train 444 south up out of St. Albans, or northbound counterpart 447 to St. Albans. Elsewhere on the 351-mile road, sets of two to four green Geeps get the call for most all other trains.

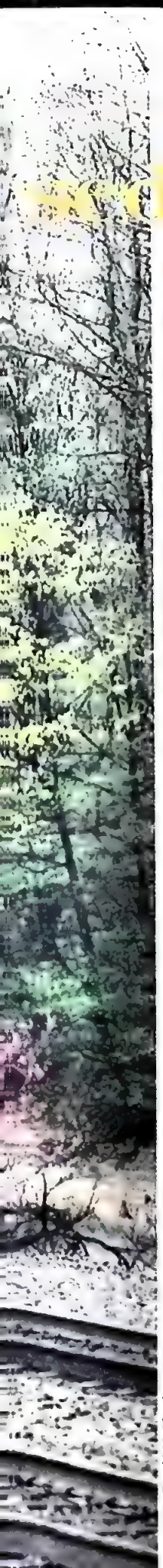
Curtain call for B&M's Bluebirds came when Guilford Transportation bought the road in June 1983. By that time, the 30 third-generation GP's held down the hot assignments, and after amassing its three-road system, Guilford began running through Maine Central and Delaware & Hudson units. Guilford has transferred some early MEC Geeps and B&M GP18's to Springfield Terminal ownership [July 1987 TRAINS], and the system's current policy seems to be to set aside any old unit experiencing a major breakdown. Thirty-five Bluebirds, though, some rebuilt and renumbered to the 1800 series, remain in service on Guilford, but don't expect any to get overhauled. Not one Bluebird has received Guilford gray paint.

In mid-1987, Bluebirds in pairs and threes still were the norm on the East Deerfield-Springfield (Mass.) daytime round trip, and they also appeared regularly (although mixed with other types) on other secondary mainline freights and could be found all over the B&M in local service.

The GP9 is not an endangered species yet by any stretch of the imagination. EMD and GM of Canada turned out 4257 GP9's from 1954 to 1963, and many still run in daily service. If you look simply at quantity, these two small fleets of GP9's in New England may not seem noteworthy when compared with larger, and sometimes older, collections of Geeps on Southern Pacific, Burlington Northern, Canadian National, Chicago & North Western, or Norfolk & Western. But it's in New England, known for its conservatism, where two home roads insist on getting their money's worth out of 30-year-old road units. ■

SCOTT HARTLEY, of Watertown, Conn., keeps a close eye on New England railroading for TRAINS. *His treatise on GTI's diesels, "The Guilford Spectrum," appeared (with roster) in the June 1986 issue.*

A locomotive



Donald M. Murphy.

OBLIVIOUS to rain and flooded roads, 1218 storms west toward Bluefield with April 25, 1987, excursion.

...duced an entire railway

E. W. KING JR.

AS THEY still talk about them. In Crewe and Columbus, Lambert's Point and Portsmouth, Shaffer's Crossing and Williamson, grayheads lately accustomed to handling humongous tonnages on the Norfolk & Western with the finest that EMD and GE have to offer need little prodding to recall them. Getting from Williamson to Portsmouth in under four hours with 16,000 tons of coal . . . Going over the roof of the Radford Division at Rural Retreat—highest point on the rail route between New York and New Orleans—at better than 35 mph after a tough 14-mile climb with a troop train's 20 heavyweights . . . Rolling through the Norfolk Division bottoms at 65 mph and better with the hotshots. There are lots of favorite experiences, and it becomes very clear how these engineers—normally a group prone to disapproval of their machinery—felt about this locomotive class.

The A.

The twelve hundred.

Perhaps no steam locomotive elicited such universal praise, not only from the men who fired and ran them, but from those who built and maintained them . . . and yes, from those who enjoyed seeing the fruits of their capabilities on the balance sheet's bottom line.

For the A was not just an engineer's engine—it was a superintendent's engine, a VPO's engine, a president's engine.

This versatile machine earned the respect of virtually everybody on the N&W. Clerks in remote offline traffic offices knew what a 1200 was, and what it could do. This was a locomotive that seduced an entire railway.

All that pride was magnified by the fact that these 43 locomotives were homemade—conceived on paper by a wonderfully talented and close-knit group of designers under the direction of Mechanical Engineer John A. Pilcher, built by the craftsmen under Roanoke Superintendent of Shops Bernard Cook.

The 1218 was a war baby, the ninth engine of an order of 15 (1210-1224) that came out of Roanoke Shops in 1943; the 1218 first saw the light of day in June. She and her sisters were built to virtually the same specifications as the original A's, Nos. 1200-1209 of 1936-1937. Major differences included Alligator crossheads instead of multiple-bearing, 300 pounds boiler pressure instead of 275 (the first 10 engines were raised to 300 at about that time), and Standard HT stokers instead of MB.

The 1218 spent most of her career on the west end of the railway, between Williamson and Portsmouth and Columbus, with an occasional side trip to Cincinnati. She moved east in the late 1950's, running between Roanoke and Norfolk. The 1218 was an average A, if there was such a thing. In the rather subjective rating system used by steam locomotive engineers to evaluate their charges, she wasn't considered the best A, nor the worst. But routine business for any A meant wrestling with some of the heaviest tonnage imaginable on one trip, and running at sustained speeds in the mile-a-minute range with a hotshot on the next.

It was most improbable that we would have the opportunity to see, and hear, an A again (for many, the A was as great a treat to listen to as it was to see). A convoluted series of fateful quirks has enabled us to witness in operation, in 1987, an example of what might have been the most productive class of steam locomotives ever built. Back in 1959 when N&W dieselized, the 1218 and two of her sisters were not sold for scrap but rather were purchased by Union Carbide Corp. of Charleston, W. Va., for stationary boiler service. After serving for five years in this manner, 1218 was selected for display at Steamtown in Bellows Falls, Vt. (her two sisters were scrapped), and after five years there, she was brought back to Roanoke, cosmetically refurbished in the shop, and placed on display at the Roanoke Transportation Museum (now the Virginia Museum of Transportation). The rest, shall we say, is history.

N&W has already seen fit to dispatch 1218 on tonnage in 1987, and if it happens again on occasion, those who never had the opportunity to hear a 1200 aroused to fury are in for a treat—but no more than for those of us fortunate to remember that deep, cracking bass from decades ago.

Thanks, Mr. Claytor. The 611 was fine, but the 1218 is beyond compare. I

E.W. KING, JR., a Bristol (Va.) native, holds N&W steam dear to his heart, despite courageously nominating N&W's E-class 4-6-2 for his "Rolling Mud Fence" Ugly Award in February 1985 TRAINS.

1218: Home to Roanoke

The dedication of the new breed of steam mechanic is a story insufficiently told

BILL WITHUHN

WHEN her regular engineer, Frank Collins, latches out on Norfolk & Western 1218's multiple-valve throttle [see cover], he is in control of the most powerful steam locomotive likely ever to be restored to service.

Of course, as Collins is the first to point out, a five-car ferry move such as the one that 1218 propelled from Birmingham, Ala., to Roanoke, Va., on April 21-23, 1987, is hardly a train to tax her capacity. And a good 680-mile shakedown run to return 1218 to her hometown was the first order of business last spring after a painstaking, nearly two-year rebuilding. But a Class A once again under power on rails after more than a quarter century? "Significant" could become an overworked word.

The Birmingham morning of April 21 already is warm at 7:45. Master Mechanic Doug Karhan brings out the christening bottle: Inglenook champagne, well wrapped. Robert B. Claytor, recently retired as Norfolk Southern chairman, makes a brief speech . . . something about the "world's finest steam locomotive—ever." Regional loyalties and home-railroad fidelities aside, there is reflective wisdom in his remark. His wife, Frances, dutifully smashes the bottle, and we are off. Behind 1218's auxiliary water car are tool car 9647 (still in Canadian National paint, revealing its heritage), combine 727 of Roanoke Chapter NRHS, NS coaches 28 and 29, and NS business car 3, *Claytor Lake*.

The 1218's initial impression on her passengers, given the light train, is rocket-like acceleration. In the orders for NW Extra 1218 North, the maximum authorized speed—under any condition—is 40 mph, and less if so restricted. But Claytor, at the throttle leaving Birmingham, makes it clear that no time need be wasted in getting up to the proper limit. Freshly washed, boiler jacket gleaming, her polished rods flashing in the sun, 1218 hurries along Division Avenue, past waving kids, past Norris Yard and the shops at Irondale where she has been given new life, her throaty N&W whistle hooting in salute.

And "hooting" is the only way to describe it. From Birmingham northward, that whistle plays a thoroughly N&W coal-field anthem, a sound that will only find its true home up in Virginia and parts west.

Bill Schafer.

WELCOMING "world's finest . . . ever."

But down to business. For the modern Norfolk Southern Corporation, the real task of 1218 (and of J-class 4-8-4 611 and the other locomotives in the company's steam program—see January 1983 TRAINS) is sophisticated public relations. Seventeen miles east of Birmingham is the town of Leeds, Ala., celebrating its centennial year. About 9 a.m. this Tuesday morning, the 1218 arrives in Leeds, greeted by a bunting-bedecked station, a large, enthusiastic crowd, beaming city administrators, and a warm community feeling for Norfolk Southern. Claytor makes another speech, as do a few of the assembled Leeds officials. In the ensuing applause and shared time in this proud town, Norfolk Southern makes some friends . . . and not just among railfans.

Out of Leeds, 1218's syncopated, four-cylinder exhaust echoes through the verdant Alabama countryside. Occasionally we slow over bridges, in accordance with our orders. Each time, 1218 gets a chance to demonstrate just a hint of her latent power, accelerating the light train back to 40 mph, often more quickly than it takes to tell it.

Then there is trouble. Near Bynum, Claytor brings the train to a stop so the crew can inspect the running gear. Something is overheating. On the right side, front engine, the No. 1 crankpin and its rod brass are found to be hot. The melted rod-bearing seal under the end cap is changed and a copious amount of pin grease applied from the Alemite gun. Somebody mutters something about roller-bearing rods—which the 1218, as one of the 1943 series of Class A's, is not blessed with.

About 5 miles farther along, Claytor stops again. This time, smoke wafts from the pin, and the seal and most of the grease drips long, sticky drips on the right of way. The crew renews seal and grease again. By this time, Doug Karhan—who is not accompanying the train—arrives by highway from Irondale. The consensus is to take the train the 4 remaining miles into Anniston, get the train off the main, and see what can be done. At Anniston, we back off the main to the backside of the Southern/Amtrak station, clear a street crossing, and park. It is 1:15 p.m.; we are 2 hours, 10 minutes off schedule.

Carl Jensen, NS Manager-Steam Operations, is intensely proud of his

John Gruber.

FAMILIAR position-light signals on home N&W rails beckon 1218 up Blue Ridge on last leg of three-day odyssey from Alabama.

crew of young mechanics, and justifiably so. It would be hard to imagine a more trying situation. Here is the culmination of two years' work, with a crankpin in unknown condition, blocked from reasonable access by crosshead, crosshead guides, and main rod, 56 miles from the shop, with arrival of the train in Roanoke promised in two days, and an inaugural revenue excursion trip (Roanoke-Bluefield, W. Va.) promised in four. In Anniston it is 91 degrees in the shade, according to a bank sign. Shade would be appreciated. As with all steam-locomotive breakdowns in spring or summer, the problem is on the sunny—*i.e.*, the sweltering—side.

Jensen, Karhan, and General Foreman Bob Yuill quietly and quickly discuss what they need to do. They will take down the side rod and examine the pin. If the pin is not damaged, the shop crew will run the rod back to Irondale by truck, make a new brass, fit it in the rod, and return to Anniston to put the rod back up.

Karhan, assisted by Yuill, takes unhurried charge. Under great pressure, the entire team puts on a first-class demonstration of the mechanics' profession. The side rod is disconnected at each end, but held up temporarily behind the main rod by chainfall until the driving wheels can be rotated to permit removal of the side rod and access to the crankpin. The union link comes off, and then, with blocking supporting the forward end of the main rod, the crosshead pin is removed. The crosshead (and piston) are moved all the way ahead with a carefully applied, long pry bar and not a little muscle. Thanks to a very slight descending grade, Collins gently lets the engine move forward as Karhan signals. With the crankpin at the full back center position, about a quarter turn, and the crosshead forward, out of the way, the brass can be seen, seized on the pin. With the drivers rechocked, the crew uses an air-operated chisel to free the brass.

All attention turns to the pin. "Basically sound" is the verdict. With measurements in hand for a new brass Karhan, Yuill, and machinist Bill Mcgee load the errant side rod, now free of

John Gruber.

NS steam = basic salesmanship

HOW is 1218—a 44-year-old, coal-burning steam locomotive—useful to a modern, diesel-powered, 1987-going-on-2000 Norfolk Southern Corporation?

Carl Jensen, NS Manager-Steam Operations, has an answer. Throughout his 28-year career, Jensen has been deeply involved in the business of railroading: in sales, market analysis, transportation, and management training. To him, the rationale for the NS steam program is, in his words, "basic salesmanship."

"Look what we did at Leeds (Ala.). The railroad created some goodwill. The justification of these trips is public relations. Most people these days misunderstand what a railroad is.

"Modern, efficient, productive freight railroading is our business, first and last. But a real problem of modern railroading is that the public can't see it. Our steam program can capture public attention like nothing else a modern railroad can do. From a business standpoint, it's really no different than the Goodyear blimp, the Coors race cars, or the Budweiser Clydesdales. Once you have the public's attention, then you can tell your story. But you have to get their attention."

To the person who says that steam is fine, but it paints the wrong image of railroading, Jensen replies, "It all depends on how you handle it. We try always to run a class act."

Jensen believes that, if anything, the business and promotional potential of the steam program is underexploited. He says NS intends to make the broader public relations goals of the program—beyond impressing the train riders with steam—more explicit by introducing an excursion-oriented promotional campaign emphasizing the railroad as a profitable, progressive business.

It seems that it is always a railroad with deep pride in its past and confidence in its potential that will run steam or otherwise show off its history to employees and public. Conversely, railroads weak in corporate pride or identity often seem to be the naysayer to such railroad events.—B.W.

John Gruber.

WAYSIDE observers witness big steam meeting Thoroughbred GP50's on a Southern mainline hotshot (top) and get the 1218 show for all she's worth at Leeds, Ala. (above). Both events are messages of today's Norfolk Southern.

the locomotive, and motor off to Irondale.

Through it all, Jensen displays a calm and skilled management style, bred of his long experience. Other frontline managers, with their reputations on the line in a case like this, and a former chairman of the board close by, might be less composed. But Jensen projects his confidence and reliance, helping out where needed (watering the ever-depleting tender, for example), and his people respond accordingly, in the manner of a proud team long used to doing the extraordinary together.

In preparation for the new brass, mechanics Bob Saxtan, Jack Taylor, and Tim Sposato tend the simmering locomotive, clean the removed parts, and polish the crankpin. George Walker runs necessary errands. Jensen arranges for portable high-intensity lighting to be brought in come nightfall. There is no doubt that this show will get on the road to make Atlanta the following morning. In observance of the hours-of-service law (12 consecutive hours maximum on duty), cab crew members head for a motel to sleep.

About 11 p.m., Karhan, Yuill, and Magee arrive with the freshly turned brass, which is pressed securely into the front of the side rod. The prevailing somnolence of a starlit Alabama evening is undone. A mobile generator sputters to life, the high-intensity lights come on, and the NS team repeats the choreography it had performed earlier, this time in reverse. The scene reminds one observer of Gasoline Alley at a Grand National stock-car race during tune-up or in qualifying. There, in the garage area, mechanics work with high precision. Sure, in some garages there is shouting and pandemonium, usually among the also-rans. In other garages, a dozen mechan-

John Gruber.

John Gruber.

ANNISTON interlude: Confidence and competence marked replacement of crankpin's rod brass—"a first-class demonstration of mechanics' profession."

ics can be at work at once on one car; no one seems frenzied, though precious track time is at stake. There is no shouting. A few words here and there are all that are required. Everyone knows instinctively what to do, no one gets in one another's way, and the unruffled efficiency of craftsmen belie their careful speed. So it is at Anniston this night. The dedication of the new breed of steam mechanic, often found in surprising places around the country, is a story insufficiently told.

By 12:50 a.m., the crosshead-nut safety clip is back in and, 5 minutes later, the union link and combination lever are reconnected and the crosshead-pin Alemite fitting screwed back in. All the freshly assembled parts are liberally greased. We are ready to go.

Steve Brown.

HALFWAY to trouble: 1218, toying with short consist, makes fine sight on SR main at Pell City, Ala., April 21, with all unaware of delay lurking ahead at Anniston.

While fireman Dwight Browning finishes rebuilding 1218's fire, Southern Railway GP30 2529 is spliced in behind the auxiliary water car as insurance. But if all goes well, the diesel will simply idle along for the ride, giving 1218 a bit more to pull. With the railroad finally cleared, NW Extra 1218 North gets out of town at 1:28 a.m. Photographer John Gruber, driver/photographer Richard Gruber (John's son), and I decide to motor on ahead to Atlanta and to pace a bit out of Anniston.

At night, a steam locomotive is a magnificent, dramatic sight. And a big steam locomotive moving out—an articulated type, with a dozen 70-inch drivers in two engines rotating, wreathed in vast clouds of steam on a now-chilly night, bathed in street lights paralleling the track—is a sight without peer. The 10 minutes or so out of Anniston are worth the whole three-day trip. Her new double sealed-beam headlight piercing the darkness, 1218 moves along at maybe 15 mph, the ashpan reflecting her freshly laid fire. All that fascinating geometry—counterweight and eccentric crank, main rod and side rod, combination lever and piston rod—is doubled. Or, more appropriately, squared. The mighty A then slows and stops; a pop valve lifts. The steam plume must be shooting 50 feet in the cool night air. The injector hums to help end the roar. Then Collins and Browning get the signal to resume their journey. The big articulated moves again, a little faster this time. A few minutes later, road and railway diverge, and the red markers of *Claytor Lake* quickly recede in 1218's swirling steam trail. Claude Monet should be here.

THE short train makes it to Spring Street, Atlanta, by about 8 a.m., April

Bill Schafer.

The A: Mercedes of steam

WITH none of the eight preserved Union Pacific Big Boys likely to be restored to service, and the two remaining Chesapeake & Ohio Alleghenies landlocked, there is only the remotest possibility that N&W 1218's claim of "most powerful steam locomotive restored for service" will be challenged. But even stacked up against such all-time measures of steam performance, the Class A's were in the top rank.

If the Big Boy was a Cadillac, then the Class A was a Mercedes. The gargantuan Allegheny certainly was Lima's ultimate excursion into the realm of the ultimate locomotive—a huge, straight-eight Packard, perhaps? (And really usable, with its rail-bending axle weights and misapplied thermodynamics in relation to transportation productivity?)

One measure of engineering elegance is the intelligent tailoring of design to use. In that sense, the Roanoke-designed 1200's knew no peer. The Class A boiler—with its deep 122-square-foot grate, over-114-inch-long combustion chamber, 104-inch maximum inside boiler diameter (and consequent nearly 1600-square-inch gas area), and 650- to 700-degrees-Farenheit total temperature of superheated steam, as well as any other design index one might mention—is prodigious. With its generous steam passageways; 12-inch diameter, 8½-inch travel valves and 2-inch lap; and cross-counterbalanced main drivers and low dynamic augment, the A's simple-articulated, four-cylinder machinery is ideally suited to volume production of ton-miles per train-hour at an average road speed carefully matched to optimum drawbar-horsepower speed. That all this could be assembled within the limits of a 72,000-pound maximum axle load was, well, elegance of the highest order.

The maximum sustained drawbar horsepower of the A was highly controversial among steam designers: 6300 dbhp in one series of tests, 5300 dbhp in another. Drawbar horsepower testing as practiced from the late 1930's to the early 1950's was not as reliable or consistent as currently possible; this is not a matter of testing competence then, but rather of better equipment available now. (Published drawbar horsepower for the Allegheny also varied by about 1000.)

Her true potential power may be shrouded in some mystery, but there is no doubt that the Class A represents a pinnacle of American steam locomotive design for fast freight. Among all the fast freighters ever built that were intended to run on bituminous fuel, the A can make a strong claim to be *the* pinnacle.—B.W.

22. The offending pin has run fine, according to the crew. The GP30 is removed from the consist, her mission accomplished. Replenished with coal and water and loaded with television camera crews from local stations, the special departs Spring Street at 12:53 p.m., a little less than 5 hours off schedule. A little fun is in store as we leave Atlanta. Former Savannah & Atlanta light Pacific No. 750, looking classic and lovingly prepared by members of the Atlanta Chapter NRHS, which owns her, paces us on a parallel track as we back to the wye at Inman. The aural contrast is striking; apart from the obvious differences of size and type, 750's rich, melodious whistle and well-tuned bell bespeak her Southern Railway System heritage, while 1218's baritone hooter and funereal clanger couldn't be more Norfolk & Western. The 750 is at home; 1218 is a stranger trying to be a gentleman in this NS fold.

The run from Atlanta—past Peachtree Station, to Gainesville, over Wells viaduct, past Toccoa, through Clemson, S. C., to Greenville, and on to Spartanburg—surely is one of the most beautiful rail routes in the United States. (Unfortunately, much of this segment is in darkness when Amtrak's northbound and southbound *Crescents* pass.) The now-in-step-now-out-of-step cracking of 1218's exhaust carries us through miles and miles of white dogwood in exuberant spring display.

Carl Jensen graciously has arranged for a cab ride from Spartanburg to Charlotte (Bill Who? wants a ride in the cab?). The stop at Spartanburg is quick; we are in and out in 5 minutes, departing at 7:50 p.m. The sun has set, and 1218 raps off fast into the gathering dusk.

Frank Collins is a master. With little fuss—and with 1218's sports-car acceleration—Collins can peg the speed indicator at 40 in no time. And there it firmly stays. The profile is undulating, and Collins works the throttle a notch at a time, having set the reverse just ahead of center. At the bottom of one of the typically short hills, Collins notches carefully back to no more than half throttle and the big locomotive surges lightly up the hill, losing no speed. From a low of perhaps 25 psi running downhill, the steam chest pressure rises to 80, or 125, or 150 psi, depending on the hill. All the while, fireman Jack Taylor keeps the boiler pressure between 275 and 300 psi. Topping the rise, Collins eases off the throttle gradually, helping the fireman anticipate, and if needed, stretching the train with a light automatic brake application, bailing off the independent. (Like the 611, the 1218 has been refitted with a 26L brake schedule, whose improved self-lapping and pressure-maintaining

John Gruber.

SOME FUN leaving town as NRHS Atlanta Chapter's Savannah & Atlanta 4-6-2 750 paces the A. The light Pacific normally exercises on the New Georgia Railroad.

features are a far cry from older brakes, giving a major improvement in the ease of safe, smooth train handling.) As we sail down the backside of the hill, the speedometer needle stays at 40. His speed stabilized where he wants it, Collins kicks off any train brake well before the bottom, whence the cycle is repeated. Collins was an engineer on N&W, promoted in the early 1950's, and he ran Class A's in service. His experience shows.

If there is one thing more special than pacing a steam locomotive at night, it's what goes on in a steam locomotive cab at night. The professionalism of engineer and fireman, always present in top people, seems especially concentrated at night. The attention to the road and to signals, from both sides of the cab, is always acute. But at night, the closest of teamwork is demanded. In the roaring din, both men verify lineside signals with an uplifted finger and a call. For the fireman, important visual firing cues, such as "firing by the stack," are reduced at night. Frequent attention to stoker-screw rate and master jet is required under some conditions. On locomotives such as 1218, equipped with an open-type feedwater heater, the fireman tends the water glass with the hot-water pump, which delivers water from heater to boiler. (At intervals, the cold water pump underneath the cab on the left side cuts in with a turbine whine, delivering water automatically to the heater.) From time

Three photos, John A. Craft.

ARTICULATED ACTION in 1987, from left: With tool car behind tank concealed on curve, May 10 hopper-car break-in run in Alabama looked like old times. Bob Claytor and Frank Collins in cab shepherd 1218 down the main at Lowry, Va., on April 26 excursion. At Kinney, Va., May 10, the A shows off its articulation at a switch.

Bill Schafer.

N&W's A: First, last, and again

THAT gray day in 1936, I rode my 6-dollar, secondhand bicycle—a Pullman brand—to Lambert's Point. An inbound Norfolk & Western coal train blew a shrill call for Norfolk's midtown Granby Street. At age 11, I knew little about the locomotives I delighted in watching. I could tell this engine differed from fat-boilered 2-8+8-2's, the customary drag power. The approaching steamer showed more grace and clunked less than the durable Class Z 2-6+6-2's. When the lean engine passed me, I memorized the shiny 1202 cast into a round thing on the front of the smokebox. This was easy—it was my house number. I guessed that the 2-6+6-4 beauty was something new. It truly outdid my Louis Marx tinplate 0-4-0. I later determined I'd lucked into one of the first trips of a Class A; I had just happened to be in the right place after a Clark Gable movie.

The 1200's, symbols of N&W's strength-with-speed "Precision Transportation," began running through much of my life. I observed them replace 200-series 4-8-2's on No. 99, a prestigious time freight darting out of the orange sun as it was setting behind the Elizabeth River coal piers. I got to examine an A displayed at the port city's Colley Avenue freight shed. A company man let me stand through three lines. I'd asked precocious questions about the Berkley Machine Works fire door. He replied patiently in language I could understand.

I mainly saw 1200's on uncommonly long coal trains on a Poe-Suffolk, Va., straightaway called the race track. I also watched them handle circus trains on Elliston grade west of Roanoke, truly some of the greatest shows on earth. One A worked an unforgettable World War II troop train in West Virginia. When the conductor said, "North Fork," Navy recruits rushed for the doors—outlander pronunciations of North Fork and Norfolk tend to sound alike.

By chance, I photographed the 1218 at Crewe, Va., on one of its last Norfolk visits, in March 1959. At a photogenic bend at Nottoway, I lost a yellow filter from my 616 Monitor camera. I never saw the accessory nor the 1218 again. I knew the 1218 served Union Carbide in Charleston, W. Va., as a stationary boiler. It burned gas. Coal grates got chucked. Who in his right mind could've predicted the 1218 would operate again? The engine went to Binghamton, N. Y., en route to dismantling. In an unexpected action, a salvage man sloshed a hand-painted sign, in wide, capital letters, across the left tender flank: DO NOT SCRAPP. Never mind the spelling—the message got across. Steamtown had pulled a fast one on the acetylene torch.

The 1218 wound up as a Roanoke park showpiece. Now, in the most unlikelihood of all, the 1218, grates renewed, rolls again. I finally enjoy an advantage. I feel as if I'm a kid again. I'd like to think the 1218 and I still have plenty of time to grow old.—H. REID.

to time, the engineer may need to augment water delivery to the boiler with the right-hand injector. Tending all of this is demanding enough in daylight.

On the Piedmont Division tonight, Collins has the able assistance of assigned engineman Charles Wilson, senior on the division. Wilson has been a promoted engineer since 1969, and a brakeman before that. He knows the territory intimately. At Collins' invitation, Wilson stands by Collins' left shoulder, giving tips on the profile immediately ahead, allowing us to easily keep our steady pace. Road Foreman Larry Hall assists with radio communications, helping the crew ensure a safe operation.

Perhaps 40 mph doesn't sound terribly awesome. But in the high cab of a roaring, articulated steam freighter at night, there is enough awe to go around. Approaching small Carolina towns in the darkness, we loom high above the outlying streets and homes. Porch doors fling open, and backlighted figures wave in silhouette. It is like an O. Winston Link photograph in reverse—this time *we* are the colossal night train, looking at our viewers. The effect is surreal.

Through one small town, we arc right down the main street, 1218's brilliant headlight overpowering the street lights, her whistle howling nearly continuously past a succession of gate-guarded street crossings. Motorists add to the din with auto horns and delighted shouts, barely audible to us. The front engine unit can be seen clearly from the cab, swinging smoothly outward to take the curve.

The locomotive rides with rock-solid steadiness at 40, displaying only a little jiggle, mostly longitudinal. Surprisingly, the ride is remarkably like the 611's deck. The calculated dynamic augment of a Class A at 70 mph was figured by Roanoke at plus-and-minus 16,700 pounds per driver. As one might expect, there is little of that at 40.

Booming under bridges and overpasses, we approach Charlotte, pass by the airport, and arrive at the passenger station at 9:45 p.m. It has been a couple of hours to remember. One can only imagine what the cab of a 1200 was like, in the words of a 1955 company guideline for enginemen, at "Full capacity working up to 55 mph," with throttle position to be set "Wide Open," and reverse bar position to be "Variable depending on speed: Corner to 2¾ inches to 3 inches out of corner."

Indeed.

After 20 minutes in Charlotte, we arrive uneventfully in Salisbury, N.C., at 11:12 p.m. to tie up for the night. Everyone looks forward to an on-schedule, 8 a.m. departure.

TODAY, April 23, is to be 1218's Roanoke homecoming. And—the worst-kept secret on the train—it's Carl Jensen's birthday. We leave Salisbury at 8:10 and pass fabled Spencer Yard at 8:30. After a quick stop at Lexington, we are very nearly on schedule. At Greensboro, N.C., Danville, Va., (where we water one last time, with a big crowd on hand), and Lynchburg (actually Kinney, the SR-N&W connection), we're right on it. Claytor is in charge of the locomotive for perhaps the nicest moment for many on the train: passing

John Gruber.

SPECIAL: "Like an O. Winston Link photograph in reverse—this time *we* are the colossal night train. . . . The effect is surreal."

at Kinney round the sharp left-hand curve onto home N&W rails.

Departing the Lynchburg stop at 2:25 p.m., Claytor relishes his moment with the 1218. Blue Ridge has not been assaulted in so triumphant a fashion in perhaps 28 years. With her deep voice now perfectly at home, 1218 salutes the places so familiar: Forest, Goode, Lowry, Bedford, Thaxton, Montvale, Blue Ridge. And after topping that marvelous summit, down the other side: Boaz siding (now gone), Bonsack, Vinton. Claytor and 1218 reach yard limit at 3:42 p.m. About as much steam is passing through the whistle as through the cylinders, and no one aboard the train or watching seems to mind. Curving slowly by her birthplace at Roanoke Shops, 1218 slowly draws alongside the N&W station platform, in the shadow of the railroad's great Hotel Roanoke. Precisely as published, at 3:55 p.m., April 23, Claytor halts the train.

Claytor—and an intensely devoted crew—have brought 1218 home. ■

BILL WITHUHN, curator of transportation for the Smithsonian Institution in Washington, is no stranger to modern-day steam proceeding up Southern's Atlanta-Washington main line. He analyzed the performance of SP GS-4 4-8-4 4449 on one segment of the line in 1976 [June 1977 TRAINS*] and conducted a dynamometer test of Texas & Pacific 2-10-4 610 using an SR research car the following year [February 1978* TRAINS*]. He now also serves as head engineer for Pennsy K4 1361 at Altoona, Pa.*

Richard Gruber.

ROLLING easily up the Southern main line toward Atlanta, this example of N&W's finest was "a stranger trying to be a gentleman in this Norfolk Southern fold."

David L. Foster.

AFTER Roanoke arrival, Bob Claytor embraced Paul Houseman Sr., retired N&W mechanic and designer who served as a consultant for 1218's renovation. "Pappy's just a walking encyclopedia of steam," young mechanic Scott Lindsay said of Houseman to the Roanoke paper.

GARY W. DOLZALL

IT was the worst of times for a young man to make his acquaintance with Jere Baxter's property. The Tennessee Central Railway, a down-home, down-on-its-luck railroad which stretched 284 miles from Harriman, Tenn., to Nashville and on to Hopkinsville, Ky., had grown weary and wrinkled, stricken with the infirmities brought on by eight consecutive years of red ink.

To venture into TC's Nashville yard, traced along the south bank of the eddying Cumberland River, was akin to a September 1952 discovery of Rio Grande Southern at Ophir, Co to a March 1957 encounter wit New York, Ontario & Western.

For this was August 30, 196 the Tennessee Central had onl day to linger. On September would be carved up and parceled a court-designed liquidation sale three connections: Southern, Lou & Nashville, and Illinois Centr TC's main line, Southern would chase Harriman-Crossville, 30.0

ONLY three months and 10 days before the end, on May 21, 1968, the Alcos on this westbound TC freight made a fine sight lifting out of Emory Gap, Tenn., against the backdrop of the Cumberland Plateau, in a photo from the R.R. Wallin collection.

A railroad worth

The second partition of Jere Baxter's road, alas, proved permanent

# of acquaintance

L&N Crossville-Nashville, 130.8; and IC Nashville-Hopkinsville, 85.4.

I recall from that August day, now almost two decades removed, a yard quiet save the voices of idling prime movers inside two black-and-white TC Alcos, S1 51 and RS3 259. The old, open-air roundhouse, like a manor fallen into disrepair, stood uncertain, holding relics from better times . . . inoperable RS3's, the earthly remains of an FA. Among the web of yard tracks, grass stood ready to reclaim the property in nature's name.

To visit Tennessee Central that day was to realize that here was an opportunity lost, a railroad too ill and frail to befriend. The time was past to witness TC's Alcos, barking and straining out of Emory Gap, climbing the 2.6-per-cent grade of Rockwood Hill to attain the Cumberland Plateau; or to commit to memory TC freight 71 and its pair of RS3's slipping out of Nashville in the eve, bound for Hopkinsville, bobbing in the night over countless timber trestles. And yet, as a 15-year-old, I found fascination in Tennessee Central, an intrigue which no doubt came with the knowledge that for earlier generations, here had been a railroad that had endeared itself with its pudgy Mallets slogging up Silver Point Hill's 3 per cent grade . . . with a seat aboard the partitioned day coach of train No. 1 . . . with maroon-and-yellow FA1's calling at Hermitage and Buffalo Valley and Ozone. Here had been a railroad worthy of acquaintance.

THE somber railroad that I visited on its deathbed in 1968 had its origins 84 years earlier in the Nashville & Knoxville Railroad. Chartered by Alexander Crawford in 1884 to link its namesake cities, the N&K constructed the oldest portion of the TC, 76 miles spun through the hills between Leba-

TC's 31 diesels: Schenectady smoke, with just a whiff of Eddystone

Road No.	Builder	Model	Builder Year	No.	History, disposition, notes
50	Alco	HH660	1939	69079	Scrapped in 1963 at Nashville
51	Alco	S1	1941	69515	Sold to Cadiz 8 in 1968; now stored
75	BLW	DRS-4-4-1000	1948	73706	Sold to Precision National Corp. in 1966, scrapped
76	BLW	DRS-4-4-1000	1948	73707	Sold to PNC in 1966, scrapped
77	BLW	DRS-4-4-1000	1948	73708	Sold to PNC in 1966, scrapped
248	Alco	RS3	1951	78565	Ex-Reading 502, acquired from Alco in 1966, not repainted from Reading green. Sold to Louisville & Nashville 248 in 1968; to L&N slug 2055 in 1971; retired in 1982, sold to Chrome Crankshaft
249	Alco	RS3	1951	78571	Ex-Reading 508, acquired from Alco in 1966, first unit painted in TC blue and gray. Sold to L&N 249 in 1968, retired in 1975
250	Alco	RS3	1951	78931	Ex-Reading 518, acquired from Alco in 1966, not repainted from Reading green. Sold to L&N 250 in 1968, retired in 1973
251	Alco	RS3	1950	78362	Steam-generator-equipped; third (and last) unit to be painted TC blue-and-gray. Sold to Illinois Central in 1968, traded to PNC in 1969 for Geeps for Paducah rebuild program. Sold to Lehigh Valley 219 in 1972. Assigned Conrail No. 5491, but set aside; retired, 1979.
252	Alco	RS3	1950	78363	Steam-generator-equipped; scrapped at Nashville in 1969
253	Alco	RS3	1950	78364	Scrapped at Nashville in 1969
254	Alco	RS3	1950	78365	Parts traded to Alco for TC 400-401, carbody used to rebuild TC 260; scrapped at Nashville in 1969.
255	Alco	RS3	1952	79633	Steam-generator-equipped; scrapped at Nashville in 1969
256	Alco	RS3	1952	79634	Steam-generator-equipped; sold to IC in 1968, traded to PNC, scrapped
257	Alco	RS3	1952	79635	Steam-generator-equipped; sold to IC in 1968, traded to PNC, scrapped
258	Alco	RS3	1952	79636	Steam-generator-equipped; second unit to be repainted TC blue-and-gray. Sold to IC in 1968, traded to PNC, disposition uncertain (to L&N 258 in 1970?)
259	Alco	RS3	1956	81898	Sold to L&N 259 in 1968, retired in 1975
260	Alco	RS3	1956	81899	Wrecked at Carthage Junction, Tenn., in 1967, partially rebuilt with parts from 254; scrapped at Nashville in 1969
301	Alco	RS36	1962	84114	Sold to L&N 910 in 1968. Retired in 1979, scrapped
302	Alco	RS36	1962	84115	Wrecked at Brotherton, Tenn., in 1968, returned to Alco for rebuild, but sold to L&N 911 in 1968. Retired in 1982, sold to Chrome Crankshaft; scrapped in 1986
303	Alco	RS36	1963	84406	Sold to L&N 912 in 1968; retired in 1982, to Chrome Crankshaft; scrapped in 1986
304	Alco	RS36	1963	84407	Sold to L&N 913 in 1968; retired in 1982, to Chrome Crankshaft; leased to Iowa Railroad, November 1982-January 1983; scrapped in 1986
305	Alco	RS36	1963	84408	Sold to L&N 914 in 1968; retired in 1982, to Chrome Crankshaft; scrapped in 1986
400	Alco	C420	1966	3438-1	Sold to L&N 1316 in 1968; to General Electric in 1980. Rebuilt and resold as Apache Railway 82; now in service
401	Alco	C420	1966	3438-2	Wrecked at Brotherton, Tenn., in 1968. To Alco for rebuild, but sold to L&N 1317 in 1968. Retired in 1982, to Chrome Crankshaft; scrapped in 1986
801	Alco	FA1	1949	76691	Parts traded to Alco for 400-401; carbody scrapped at Nashville in 1969. Last TC FA in service
801-B	Alco	FB1	1949	76723	Parts to Alco for TC 303-305; scrapped
802	Alco	FA1	1949	76692	Parts to Alco for TC 303-305; scrapped
803	Alco	FA1	1949	76693	Parts to Alco for TC 301-302; scrapped
804	Alco	FA1	1949	76694	Parts to Alco for TC 301-302; scrapped
805	Alco	FA1	1949	76695	Parts to Alco for TC 303-305; nose removed and returned to Alco, remainder scrapped at Nashville

TC paint-scheme notes: Switchers delivered in black, never repainted. Baldwins delivered in maroon and yellow, never repainted black and white. RS3's 251-258 delivered in maroon and yellow, all but 252, 254, 255 repainted black and white. RS3's 259-260 delivered in black and white. RS36's and C420's delivered in black and white. FA's delivered in maroon and yellow, only 801 and 804 repainted black and white.

Roster compiled by J. Allen Hicks, assisted by James Paty, Gary W. Dolzall, Stephen F. Dolzall, and *Extra 2200 South*.

non and Monterey from 1888 to 1894. But before this line was completed, death claimed Crawford, and the enterprise soon suffered from a lack of funds. There was little question that the N&K would go no farther, east or west, and at Lebanon, it settled for a link with the Nashville-Lebanon branch of the Nashville, Chattanooga & St. Louis.

Enter the "silver-tongued promoter," Jere Baxter. In August 1893, Baxter chartered the Tennessee Central Railroad. His intent was to link Nashville and Knoxville with the Tennessee River in western Tennessee, which there flows north, on through Kentucky to the Ohio River. And the existing N&K would serve as the center link in his plan. By 1900, Baxter's railroad, already in control of the N&K and renamed the Tennessee Central Railway in an 1897 reorganization, reached

In the next half decade, Baxter further expanded his railroad. During 1901-1904, branch lines were added on the east end from Carthage Junction to Carthage (7.5 miles); from Monterey to Wilder (21 miles); from Campbell Junction to Isoline (8.8 miles); and from Ozone to Fall Creek (2 miles). All were built to tap coal sources. At the east end, the TC main line was extended from Emory Gap across the Emory River into Harriman, 2.3 miles, for a bond with Southern's subsidiary Harriman & North Eastern and an SR link on to Knoxville. On the west, TC built its own line, which competed with the NC&StL, from Lebanon to Nashville.

To expand northwest from Nashville, the TC absorbed the Nashville & Clarksville Railroad, which had been incorporated in 1901 to build between its namesakes. The charter of the N&C was altered so the TC could push into Kentucky, and in February 1904, TC completed its route to Hopkinsville, where it connected with (and shared a yard with) Illinois Central's line from Princeton, Ky.

Connecting TC's new Western Division with the road's railhead on the east side of Nashville proved to be difficult. Baxter intended to push the TC directly through downtown Nashville, extending its tracks farther along the south bank of the Cumberland River and up Front Street (now First Avenue). But Louisville & Nashville did not want TC downtown, and L&N's influence in Nashville was far greater than TC's. Despite a nighttime attempt by TC to lay track westward through downtown, the railroad eventually was forced to build a belt line around Nashville. This line ran south from TC's yard, turned west to cross the L&N main at Vine Hill, then turned north to cross the Cumberland on the west side of the city. TC did manage to place its passenger terminal on its aborted route into downtown Nashville, 1.4 miles west of the yard.

WHATEVER celebration might have followed TC's completion was brief. On February 29, 1904, Jere Baxter died at age 54, and with him perished his dream of extending the TC east to Knoxville or west to the Tennessee River. Construction costs had placed the young TC in weak financial condition, and in June 1905 the railroad was leased and split up—a foreboding of its eventual fate. Through June 1908, Illinois Central operated TC's Nashville-Hopkinsville line and Southern operated TC's line from Nashville east. A return to independence only plunged the TC into receivership, in 1912, and

Take a ride on the TC

CLIMB ABOARD eastbound Tennessee Central freight 84 of June 19, 1962, with photographer J. Parker Lamb. Three Alcos totaling a theoretical 4700 h.p.—FA 801 and RS3's 259 and 257—departed Nashville Yard at 6:30 a.m. with 74 cars, 2834 tons; left Monterey after a crew change at 5:20 p.m. with 69 cars, 4392 tons (including 30 loaded coal hoppers), and arrived at Emory Gap at 8:15 p.m. The units wyed and left on 81 at 8:45 p.m. Don't you envy him the experience?

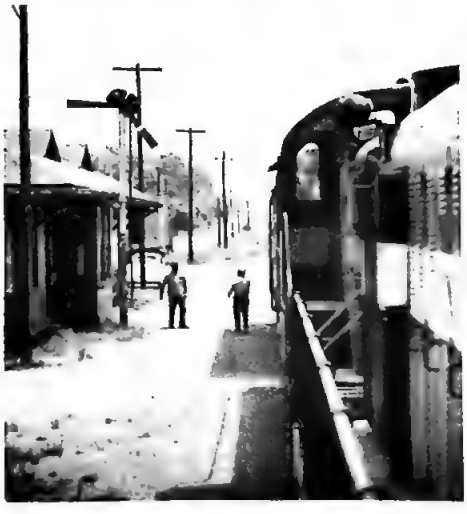
All photos this page, J. Parker Lamb.

MEETING 81, backed up Old Hickory.

ON Cumberland ledge near Watertown.

NEAR Lancaster, with Cumberland River below off to right.

NEARING Cumberland bridge, and the Putnam County line.



AT Baxter (named for Jere), local work.

UP Algood Mountain in rain at 5 mph.

LOCAL working at Clinchfield, MP 110.

J. David Ingles.

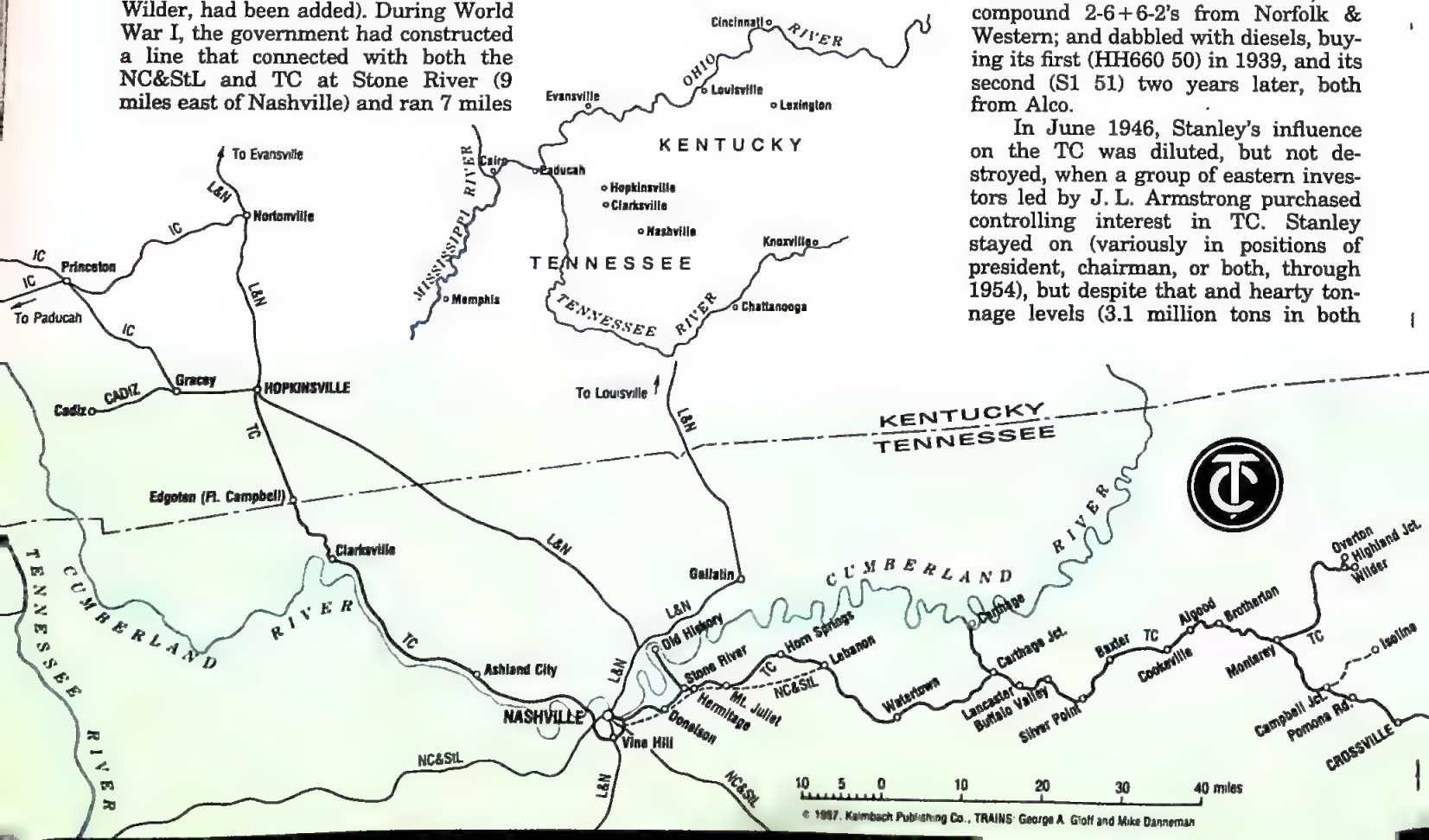
YOUNG train-watchers on the Crab Orchard depot dock observe as RS3 256 arrives with the westbound local on June 2, 1965.

ginian born in 1874 who had worked for Norfolk & Western, Southern, and Seaboard Air Line, and who had served as TC's receiver 1917-1922.

Stanley's stewardship of the TC lasted 32 years and brought the railroad stability, profits, and personality. One of his first acts was to acquire what would be TC's last substantial addition (after 1904, only a few short spurs, plus a 1-mile Highland Junction-Overton extension of the branch to Wilder, had been added). During World War I, the government had constructed a line that connected with both the NC&StL and TC at Stone River (9 miles east of Nashville) and ran 7 miles north to Old Hickory, site of a military powder plant. After the war, the powder plant was closed and the line offered for sale. NC&StL declined, but TC purchased the branch, and in 1923 DuPont (which had operated the powder plant under contract) opened a chemical plant at the same site.

Hugh Stanley steered TC through the Depression (with but three years, 1931-1933, in the red), firmly established TC as a coal road (991,000 tons of the 1.7 million TC lugged in 1931 were coal), and posted profits without fail from 1934 to 1945. Under Stanley's care, TC enlisted 63-inch-drivered Alco 4-8-2's to haul its varnish (in 1931, day and night trains, Nashville-Harriman, with the latter carrying a Nashville-Knoxville Pullman); supplemented its own freight hogs with hand-me-down 2-8-2's from New York Central, low-drivered 4-6-2's from Illinois Central, and compound 2-6+6-2's from Norfolk & Western; and dabbled with diesels, buying its first (HH660 50) in 1939, and its second (S1 51) two years later, both from Alco.

In June 1946, Stanley's influence on the TC was diluted, but not destroyed, when a group of eastern investors led by J. L. Armstrong purchased controlling interest in TC. Stanley stayed on (variously in positions of president, chairman, or both, through 1954), but despite that and hearty tonnage levels (3.1 million tons in both



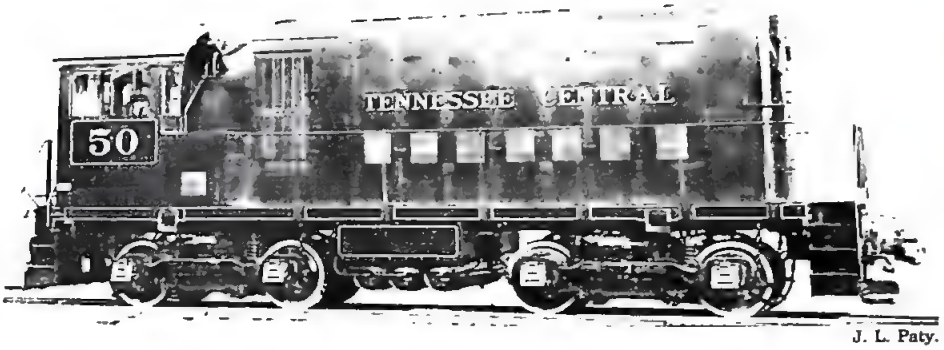
© 1997, Kalmbach Publishing Co., TRAINS: George A. Gloff and Mike Danneman

1947 and 1948), TC struggled financially for three years. Then the railroad rebounded, returning to profitability in 1949, completely dieselizing (with three Baldwin DRS-4-4-1000's and five FA1's, one FB1, and eight RS3's bought from Alco during 1948-1952), dropping its last passenger trains in 1955, and moving a record 3.5 million tons of freight in 1956.

NO SMALL FACTOR in the TC's mid-1950's success was the opening of the Tennessee Valley Authority's Kingston Steam Plant, near Harriman, in February 1954. TC reached the power plant's Caney Creek yard by means of a spur off its main just east of the CNO&TP overpass at Emory Gap. About one-third to one-quarter of the coal stockpiled and burned at the Kingston plant during the mid-1950's came from mines on TC's eastern end. TC also handled Kingston-bound coal from the L&N, which moved to Harriman via L&N trackage rights over Southern, then over the TC main line for about 2 miles from Harriman. (CNO&TP had its own spur to the Kingston plant, and the TVA facility also was served by barges on the Emory River.) In 1956, TC originated 1.4 million tons of coal, more than twice the amount of 1953, and virtually all of it (1.3 million tons) was bound for TVA. Business was so good that TC purchased two new RS3's (259-260) in 1956.

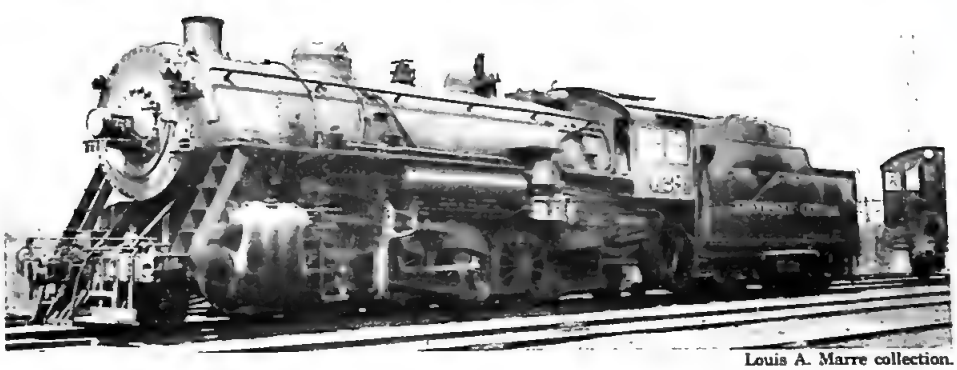
But the business did not remain. When new TVA coal contracts were let in the late 1950's, mines off the TC gained much of the business. By 1958, TC originated only 515,593 tons for TVA. TC's tonnage for other commodities slipped as well, and total tonnage fell to 2.3 million in 1958. Financially, TC slipped into the red in 1957, then rallied for two years despite low tonnage levels, and in 1960 began posting deficits . . . that would never disappear.

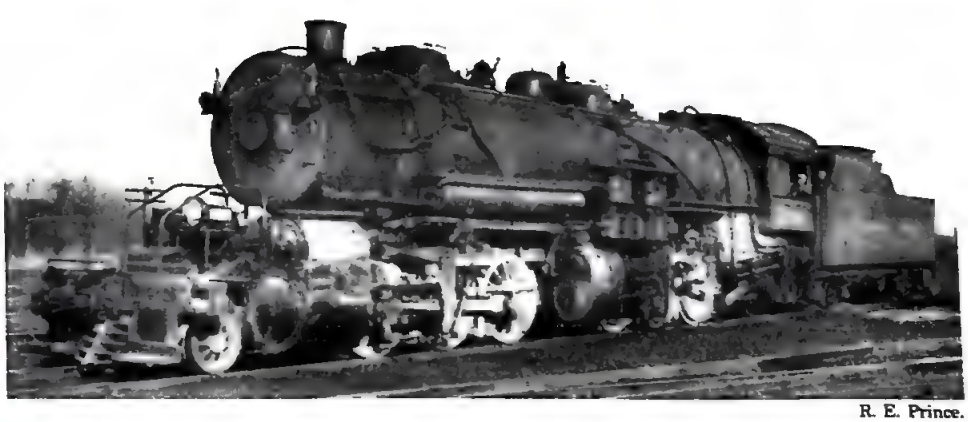
Despite the dismal economics of the 1960's, the TC put up a stubborn fight. In 1962 and 1963, TC took delivery of five Alco RS36 road-switchers



J. L. Paty.

H. L. Broadbelt collection, from Gary W. Dolzall.


Louis A. Marre collection.


R. E. Prince.

FIRST-GENERATION diesels and, if you will, second-generation steam on TC included Alco high-hood switcher 50, which lasted until 1963; three Baldwin 1000 h.p. road-switchers, whose maroon-and-yellow colors (also on passenger cars) reflected the Norfolk & Western background of Hugh Wright Stanley; ex-NYC 2-8-2 728, at Nashville May 30, 1940; and ex-N&W 2-6+6-2 1396, at the capital in January 1951.

J. Parker Lamb.

J. Parker Lamb.

J. Parker Lamb

NOVEMBER 1964: At the shop, TC was strictly short-line: fueling the S1, sanding an FA by bucket brigade, working on an RS3.

(301-305) to replace its aging Alco cabs (although FA 801 stayed in service for at least five more years). In 1966, TC acquired five more diesels from Alco to replace the Baldwins, which were retired, and to supplement the RS3's, a number of which were out of service. The acquisitions were two new Century 420's (400-401), and three ex-Reading RS3's (TC 248-250). Two of the Readings were simply relettered TENNESSEE CENTRAL in white on the RDG dark green, but the third, TC 249 (ex-RDG 508), inaugurated TC's blue-and-gray scheme. This replaced the black and white which had debuted on RS3's 259-260 of 1956, a replacement in the same styling for the original maroon and yellow on road units (the switchers had been black all along).

Unfortunately, neither new motive power nor new paint could avail TC of its problems. Tonnage continued to slide, owing to closings of several on-line customers. In 1965, when Clinchfield Coal closed its mine near Monterey, total coal movements on TC dipped to 620,320 tons, and tonnage for all commodities remained low (2.3 million). TC's deficit increased to $968,694. To counter loss of shippers, TC pushed piggyback service and managed to more than double its TOFC revenues, from $21,555 in 1964 to $48,030 in 1966. But pigs alone were not enough. In 1966, TC even considered resurrecting passenger service to try to enhance its profit-and-loss statement. It did not renew scheduled service, but did operate several passenger excursions from Nashville to Monterey and Emory Gap in 1966-1967.

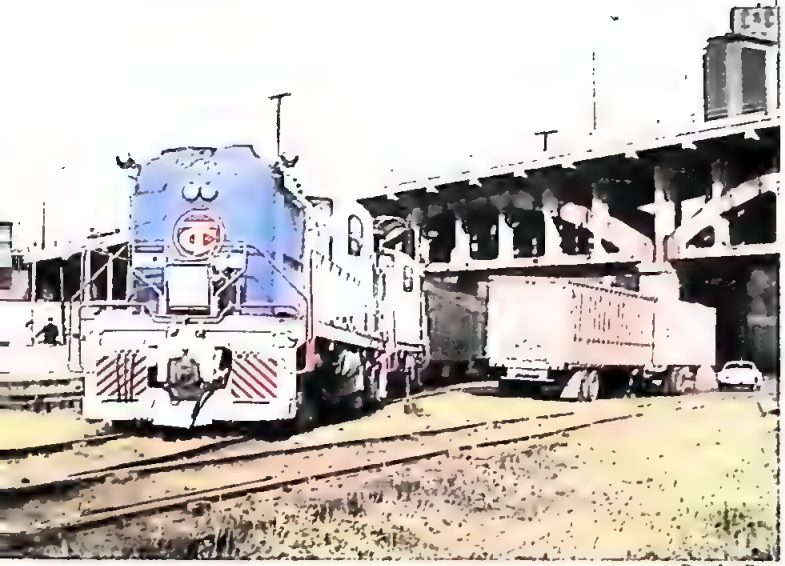
By 1967, though, it was clear that TC was seriously, if not fatally, ill. Debts had mounted to nearly $10 million (including $4.5 million owed the government for a 1950 loan). A local committee was formed in mid-1967, with the intent to raise $1.7 million and purchase controlling interest from J. L. Armstrong, but the project failed.

For Tennessee Central, 1968 was little more than a plunge to oblivion. On January 14, TC filed for bankruptcy and A. Battle Rhodes was named its trustee. In March, train 81 smacked into a rock slide at Brotherton, causing $145,000 damage to C420 401 and RS-36 302. Both were dispatched to Alco for repairs, but neither would return in

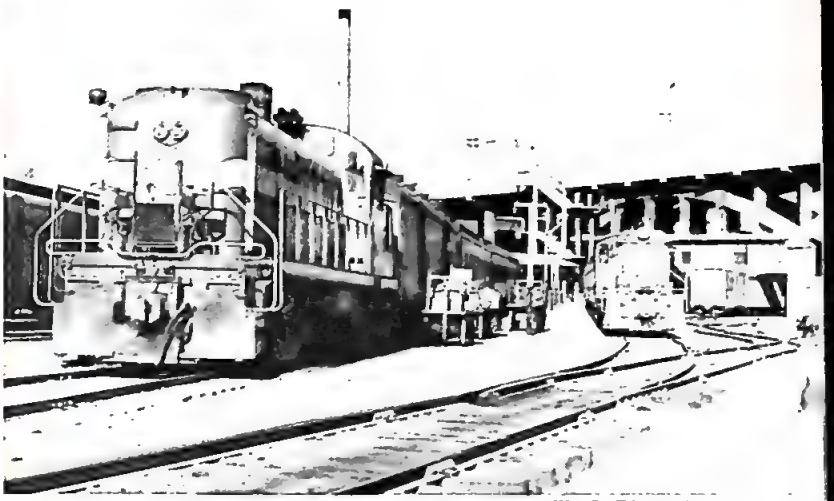
Don Phillips.

J Parker Lamb.

HEADING for Hopkinsville, RS36 passes over Nashville street on low trestle in 1968. At Clarksville in September 1959, caboose on TC westbound passes over a northbound L&N local.



Don Le Croy



W.A.R. Edgecomb.

DEJA VU: April 1967 excursion at old Nashville station site vs. March 21, 1954, view of train No. 2 ready to depart for Harriman.

Gary W. Dolzall.

STATUE of Jere Baxter guards Nashville elementary school named for him.

J. Parker Lamb.

TC LEGACY: Alcos heading upgrade near Lebanon . . . struggling, as usual.

TC livery. That same month, Rhodes determined that TC was beyond help and prepared for its abandonment. In response, the Tennessee General Assembly passed a bill allowing the State to purchase the TC, then lease it to a designated operator. But Governor Buford Ellington vetoed the bill. In April 1968, the Interstate Commerce Commission ruled that TC could be abandoned. Scrap value of $2.8 million was placed on the TC, and abandonment was set for May 31, 1968.

MEANWHILE, TC's rail neighbors expressed interest in portions of the line. Southern proposed to lease (and later buy) Harriman-Crossville; L&N offered to buy Harriman-Ashland City; and Illinois Central was interested in purchasing the entire TC. IC's proposal, however, included a requirement that Nashville provide $1 million to build a connecting line along the south bank of the Cumberland River to link TC's Eastern and Western Divisions in a manner similar to what Jere Baxter had envisioned 64 years earlier. This connection would have been necessary, because in 1965 TC had agreed to sell 3.8 miles of its belt line (west of the L&N crossing at Vine Hill) for use as the right of way for Interstate 440. At the time, TC's plan was to replace its belt line with trackage rights through Nashville on the L&N, but as things turned out, TC was able to use its belt until the railroad's demise.

With TC's dismemberment complicated by the interests of the three rail bidders, the state, labor unions, and TC's debtors, the matter moved to the U.S. District Court for settlement. In May 1968, L&N purchased 10 TC diesels (including the two at Alco for rebuild) and 25 freight cars, then leased most back to TC. The $1.1 million infusion of cash from L&N allowed TC to continue operations past May 31. Finally, on August 14, 1968, Judge William E. Miller determined the fate of the TC. IC would pay $800,000 for the Hopkinsville-Nashville portion; L&N $525,000 for the Nashville-Crossville main and the Old Hickory and Carthage branches; and Southern $340,000 for the Crossville-Harriman segment. Much of TC's remaining equipment also would be dealt out among the roads. Tracks on the belt line west of Vine Hill would be removed for construction of I-440, and TC's branch to Wilder would be abandoned (TC's other branches, to Isoline and Fall Creek, had been abandoned before World War II). With the first stroke of the clock on September 1, 1968, Judge Miller's decision became fact—and the Tennessee Central Railway became history. ⊥

NEXT MONTH

Ralcon Wagner.

THIS sign survived in Nashville in 1971, and most TC track did then too. Some has since been abandoned; the rest has enjoyed stability or undergone turmoil. Learn what SR, N&E, ICG, N&AC, and FCR have meant to the old TC as Gary Dolzall updates us in October TRAINS.

An R.W.D. portfolio

Learning from a man who had seen two decades of railroading before I was born

HARRE W. DEMORO
PHOTOS / **RALPH W. DEMORO**

RALPH W. DEMORO was working at the Rose-Waterman drugstore in Oakland as a pharmacist in 1938 when the store was a headquarters for railfans. Demoro, then 38, often worked weekends and had to miss railfan outings, and to obtain photos he would buy extra film for photographers in exchange for duplicate negatives. On many an evening Demoro would lean against the store counter and counsel youngsters on photographic techniques. The ads visible for Bear Photo Service are also part of Bay Area railfan lore—the company processed thousands of rolls of black-and-white orthochromatic films from the postcard- and 116-size cameras which fans aimed at green interurbans of Sacramento Northern, orange Key System streetcars and interurbans, and countless platoons of black SP, WP, and Santa Fe steam locomotives.

RALPH W. DEMORO portrait by Carl L. Germann.

I WHEN I accepted TRAINS' suggestion to prepare a portfolio of photographs by my father, the late Rafael (Ralph) Wilkins Demoro, I found myself meeting a person I really never knew before. As I sifted through thousands of neatly numbered envelopes containing his photographic negatives, the man my sister, Nancy, and I called "Pop" took on a new perspective. True, Ralph W. Demoro had been my father for 39 years and we knew each other well, for we had a rare father-son friendship with our railroad hobby. But what I found in the photographs and notations he left behind was a man who had lived much, and had seen more than two decades of railroading before I was born. I decided to prepare this portfolio exclusively from 1939, the year of my birth, and before, so that others could share with me a man I never knew, until now.

The youngster who signed his name "R. Wilkins Demoro," to avoid the Italian and Spanish "Rafael," became a railroad enthusiast in the Sonoma Valley community of Glen Ellen. The year was 1911. Author Jack London was the town's first citizen, and young boys, Pop included, would see the novelist down in the jungle along the Northwestern Pacific and Southern Pacific tracks. By the flicker of hobo campfires, London gathered ideas for stories.

While Pop talked often of seeing Jack London and of how the writer frequented the saloon in my great uncle's hotel, the person Pop remembered most was the late Willis A. (Bill) Silverthorn, fireman on the NWP Sonoma Valley local. Upon its arrival from Sausalito, the locomotive would require servicing. It was traditional for the fireman to put the engine away and wipe it down, but Silverthorn found a willing assistant, Pop, to assist in the cleaning. My dad was now only to need a camera to become a railfan—one of the first in the San Francisco Bay Area.

For reasons not known today to our family, my father, his mother Louisa, and my uncle, also named Harre W. Demoro, moved to the slopes of Mount Tamalpais across the Golden Gate from San Francisco in 1918. Among the family possessions was a 120-size Kodak Box Brownie. On a summer day in that year, my grandmother sent Pop to San Rafael to pay

the taxes on the mountain cabin—and it probably was no more than a cabin.

Pop had watched, with fascination, the Mount Tamalpais & Muir Woods and the electric multiple-unit trains of the Northwestern Pacific. He scampered down the slopes of Tamalpais to Mill Valley, there to catch the wooden electric train that sped him to Almonte, where he transferred to the third-rail mainline trains that took him up the Ross Valley to San Anselmo, then east to San Rafael, the county seat.

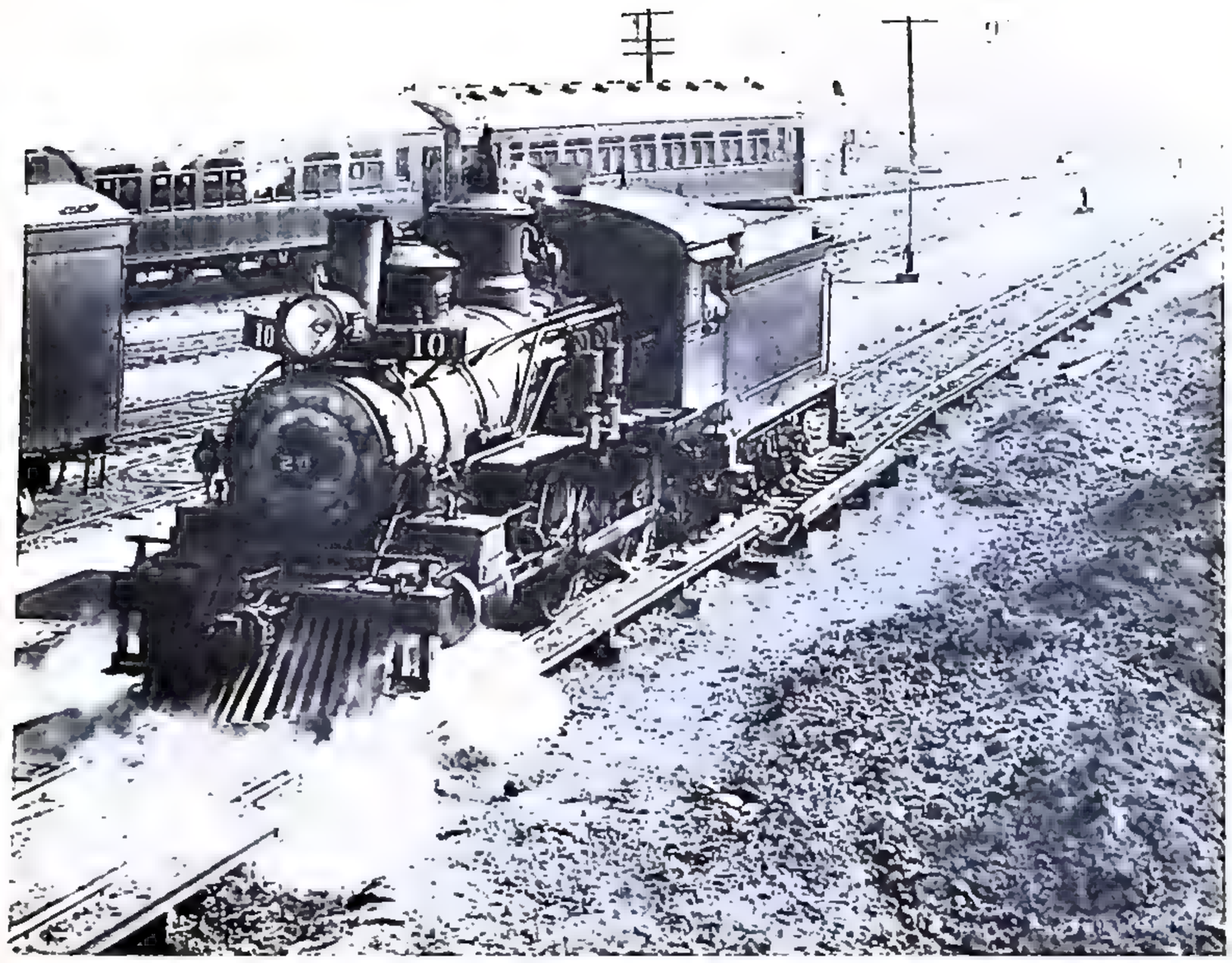
His family assignment completed, Pop prepared to return home the same way. On a side track was the train to Sausalito that operated via the Detour cutoff, and ran only infrequently. With his Box Brownie at the ready, my dad picked his way past the exposed electric third rail, took aim, and made his very first railfan photograph. "I thought I might build a model of the train someday," he said. "So I also photographed the third-rail shoes." In the lower left-hand corner of the 2¼×3¼-inch negative he scratched his name and the number 40, the number of the envelope in which the negative still rests today.

Tamalpais No. 7: Within earshot of the cabin

HAVING photographed the electric train at San Rafael and seeing results from drugstore processing, it was an easy step for the teenage Ralph W. Demoro to take an interest in the geared locomotives which daily assaulted the slopes of Tamalpais. The family cabin was within earshot of the whistle, and it is no wonder that the only other early 120-size negative that survives in the collection is of Tamalpais No. 7, descending the great "Sleeping Maiden" mountain in 1918. The continual exhaust of the steam air pumps was necessary to supply constant pressure for brakes during the long downhill journey around the "Double Bow Knot" to Mill Valley. The tank atop the cab of the Shay contained water to be sprayed on wheels to cool them during braking.

By 1921, Pop had a new postcard-size Kodak, and he returned to the mountain, this time riding behind No. 7. When the train paused near the summit, passengers would walk to the edge of the roadbed to view a sweeping panorama of the Bay Area. But not Pop—he found the sparkling Shay and its tall stack with spark arrester the prime item of interest. The 7 was seriously damaged during the great mountain fire of 1929, and after the railroad was abandoned in the summer of 1930 the Shay was taken to the NWP shops at Tiburon. There she was fitted with a cab from a dismantled NWP locomotive and shipped to the Philippines for a new career as a logger.

Benefits of a six-hour lunch period

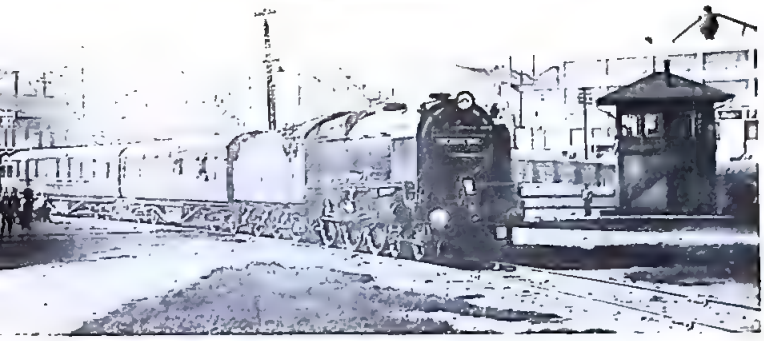


WHEN Pop obtained his pharmacy license in 1920, he was only 19 years old, putting him among the youngest ever to qualify in the era before a university degree was required. He got a job in the pharmacy in the San Francisco Ferry Building. The store was inside the fare collection gates, so in his leisure time, Ralph Demoro could wander at ease on and off the ferries that sailed to Oakland, Alameda, Tiburon, and Sausalito and, upon occasion, even as far as the interurban dock at Vallejo.

Soon he realized that his split working shift—which gave him six free hours at midday—was a rare treasure, and he was off to Sausalito with his Kodak. On one of those journeys, he walked from the ferry pier to Pine, where the Northwestern Pacific roundhouse and yards were situated. With a lunch packed by a restaurant at the Ferry Building to enjoy, my dad sat alongside the tracks. He photographed 4-4-0 No. 20, with numberboards indicating assignment on a Santa Rosa Local, backing through the switches and dusting the exposed electric third rail with steam from her cylinder cocks. The Rogers-built engine dated from 1884 and the San Francisco & North Pacific Railroad.

Glimpse of a future without steam locomotives

MY father regretted not photographing electric railways in Southern California when he worked in Los Angeles and San Diego in the early 1920's. He can, however, be forgiven for such an oversight, because he did aim the reliable postcard camera at San Diego & Arizona doodlebug 41 at San Diego in 1923. There was no literature on the subject in those days, so Pop didn't know that the car was one of the historic General Electric gas-electrics built in 1913 for the Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Co. (Dan Patch Lines). What he also didn't know was that, in making his first photo of an internal combustion railway car, he was glimpsing a future without steam locomotives. "The car's exhaust made smoke rings as it sputtered toward Tijuana," was all Pop thought worthy of noting about the open-platform gas-electric.



Disparate visitors to Mission Bay roundhouse

IN less than a year's time in the early Thirties, the sleepy and routine environment at Southern Pacific's Mission Bay roundhouse in San Francisco was interrupted by two visitors—one a traditional messenger from the birthplace of steam, the other an invader from the crowd which was to replace steam with internal combustion and traction motors.

The SP yards and roundhouse had already been a familiar haunt to my dad, who spent free time in the early 1930's riding the 0-6-0 switchers with hogger Frank Kenealy or watching hostler Ernie Childs move what was then SP's biggest passenger power locally, the 4300-series 4-8-2 Mountains.

In late 1933, there was the sound of a shrill, non-SP whistle. It belonged to London Midland & Scottish Railway 6100, *The Royal Scot*. Fresh from exhibition at the Century of Progress Exposition in Chicago, the shrouded 4-6-0 express passenger locomotive toured the U.S., startling Yankee railroaders by achieving the Rocky Mountains without helper assistance. Fortunately, LMS 6100 has been preserved, in her native land.

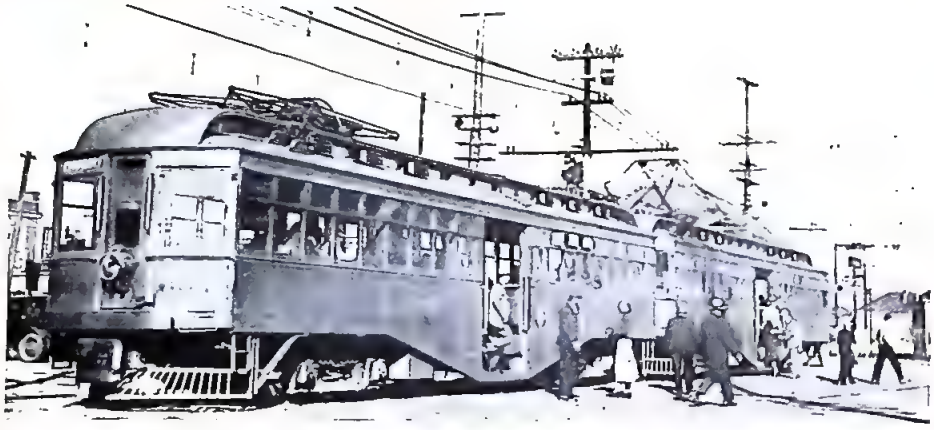
The other visitor also had been exhibited at the Chicago fair, but a year later and after streaking at 111 mph over Union Pacific's Sherman Hill. UP's distillate powered M-10000, sometimes called the "earthworm," visited Mission Bay, and Pop photographed it in the dim light of dusk.

Today, Interstate 280 has obliterated most of the area behind *The Royal Scot*, Mission Bay roundhouse is gone, and the old Potrero Tower, visible to the right of LMS 6100, is a memory. But the impact of M-10000 is still with us.

Sierra stars: Gus Swanson on the Angel's Camp

A LEGEND of the California Mother Lode is Gus's Special, which ran over the Sierra Railroad Angel's Camp Branch with Gus Swanson at the throttle. Gus wore bells on his cap to distract him from the balls of wax he said he could hear rolling inside his head, and it was Gus who had a silver star painted on the smokebox of Sierra No. 30. Gus also kept a tub of hot water in the cab of the Baldwin 2-6-2 so he could wash his clothes while the train negotiated the switchbacks. While photos of the 30 showing the smokebox star are rare but available, this rear three-quarter angle showing just the engine, at Angel's Camp in 1930, may be the only view showing in any detail the striping and decorative stars that Gus applied to the cab. Although Pop took this head-on view and a traditional three-quarter portrait as well, the unorthodox (for locomotives) rear angle is a classic because it shows Gus's workmanship. The 30 was rebuilt as Howard Terminal 2-6-2T No. 6 and, after working the Oakland waterfront for many years, was acquired by the Pacific Locomotive Association, which now is restoring the locomotive.

Key System kaleidoscope: 1930, 1938



THE electric interurban railway in the Oakland area called the Key System was especially dear to Pop because he had lived along Sacramento Street in Berkeley in 1911 when the Northbrae line was under construction. It was not unusual for him to aim his postcard camera at the Key whenever he was in the East Bay Area, and this photograph of the center-door cars at the 40th and San Pablo station in Emeryville in 1930 was a happy accident. My dad was returning to San Francisco by automobile with his mother when they stopped so she could buy a newspaper . . . and Pop stepped away from his 1928 Overland to photograph the Piedmont-bound train. Not until years later did he realize he had captured the only two center-door cars with round-end monitor roofs. Photos of the cars are rare, and he captured both of them running multiple-unit!

The Key System pier a mile out in San Francisco Bay was a transfer point for millions of commuters in the same grand manner as Hoboken, N.J., was to generations of Lackawanna riders. Key managment decided a semi-streamlined articulated car was best for service over the San Francisco-Oakland Bay Bridge and bought a fleet of 88 of them prior to opening of the bridge. Dad brought a tripod to the pier terminal in mid-1938 and photographed the new cars in an old setting. The Railway Express Agency cart was for the Sacramento Northern Railway trains that ran all the way to Chico from the Key Pier until 1939, when operations were shifted to the new bridge.

Big-time Bay Area

BECAUSE they were his first rail camera subjects, the Northwestern Pacific's electric interurbans in Marin County north of San Francisco remained Pop's favorites. One of the last pictures he made of the NWP operation was this scene at San Anselmo in 1939, showing one of the 1929-1930 aluminum cars passing the interlocking tower controlling the junction to Manor and San Rafael. The big orange cars later went to the Pacific Electric in Los Angeles, and some ran as late as 1961. When NWP's third-rail was turned off in 1941, my dad had no further interest in them. He had not ridden the Pacific Electric since 1922, and never did again.

Ralph W. Demoro was one of the

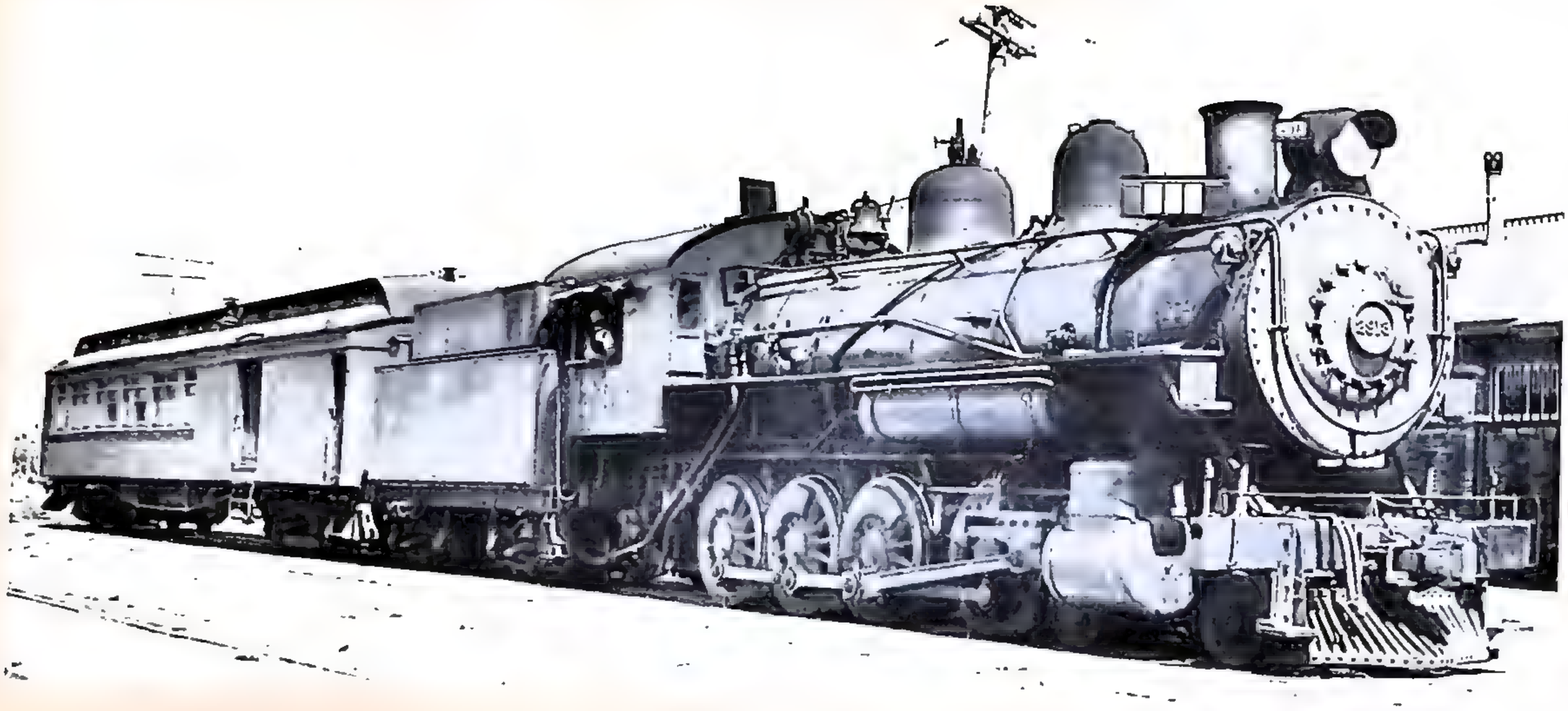
Peninsular Railway and an SN Birney sandwich

SINCE his first railfan photo was of an electric multiple-unit train, it is fitting that Pop would often photograph streetcars and interurbans. It was amusing for me to occasionally quiz my dad about this photo of Peninsular Railway interurban No. 60 waiting for passengers at the old Southern Pacific steam passenger station on Market Street in San Jose. Why didn't he photograph the station? He just shrugged and admitted he thought the station would last forever but the electric cars would not. I am glad he recorded the interurban, which quit in 1933; the station, though, rarely photographed, was razed a few years after that.

What many referred to as the "Birney Sandwich" was a typical Sunday afternoon lineup in Sacramento. Sacramento Northern usually stored its fancy-appearing wooden Niles cars, such as the 132, in the same yard as its two-axle Birney Safety Cars and steeple-cab locomotives. This is one of the most recent photographs in this Ralph W. Demoro portfolio, having been made in early 1939. The two electric locomotives built by Alco-GE have been preserved in museums but the other rolling stock visible has been scrapped.

nterurbans: Northwestern Pacific and Southern Pacific

few photographers who took pictures of the Southern Pacific suburban electrification in Oakland, Alameda, and Berkeley prior to its operation over the San Francisco-Oakland Bay Bridge. This scene, in East Oakland, is among a series he made in 1935 when he came to the East Bay in search of a new home after the death of his mother. The cars have Janney couplers, multiple-unit sockets, and low wire screen gates—all items that were removed when the cars were rehabilitated for Bay Bridge operation, which began in 1939 and ended in 1941, when the lines were abandoned. These cars, too, went to L.A., but it was for son Harre to ride and photograph them. The father preferred them in Oakland.



A different SP: Branch-line power and switchers

THE image of Southern Pacific in steam usually is of 4-8-4 *Daylight* engines or muscular 4-10-2 freight haulers, but to my father the railroad was little 0-6-0's, eight-wheelers, and small power on branch lines. Douglas Richter, one of the deans of SP motive power who met Pop in the 1930's, once observed that "even a Pacific was too new and big for your father." He certainly did photograph the newer power, but these two scenes reflect his tastes and his era.

This photo of 0-6-0 switch engine 1235 passing Potrero Tower and the leads to Mission Bay Roundhouse is one of the last he made before moving to Oakland from San Francisco. The uncompleted Bay Bridge leading to Oakland looms on the horizon over Mission Bay freight yard.

A few years earlier, 4-8-0 2913 simmered in front of SP's Santa Cruz station awaiting the highball to operate as a Watsonville Junction local. The wooden combination car probably carried more mail than people, for the highway already was well established, and the 12-wheeled locomotive and its schedule would be replaced by a bus.

Occasional encounters with cab-forwards

BECAUSE they were confined to high Sierra passes, Southern California, and north from Dunsmuir during most of their careers, Southern Pacific's magnificent cab-forward articulateds were not often photographed by my dad. For several years in the early 1930's, he rode ski specials to Truckee and wandered through the yards while most riders roamed nearby snow slopes. Film was slow and shutters anemic, so Pop rarely attempted action photographs, but his experiment with Extra 4131 West smoking through Truckee in 1933 was successful. He often referred to the cab-forwards as absolute proof that, when compared to steam, all diesels "had the personality of a Mack truck."

Some of the older cab-forwards were brought to the Bay Area in the late 1930's prior to planned scrapping. Retirement was cancelled, and the locomotives instead were returned to mountain railroading to haul wartime tonnage. My dad killed time around SP tracks in July 1939 while awaiting the opportunity to visit his wife and new son, Harre, in a nearby hospital. He took this photo on or about my birthday, and it is of a Southern Pacific I never saw and would never have known if he had not been there, trackside under the Bay Bridge approaches in Emeryville, as Extra 3908 East, bound for Roseville, left a soot trail in her wake.

Historian, photographer, railfan

MY father did not see himself as an artist—he viewed his trackside work as "engine pictures." Owing to the limitations of film and cameras prior to 1940, many of his pictures were taken of locomotives and interurbans in yards or stopped at stations, rather than of trains in motion. His work was limited by a lack of information—there were no organized railfan groups in the area until the mid-1930's. Ralph W. Demoro was a founder of the California-Nevada Railroad Historical Society, along with Dr. Clement Fisher Jr. and the late Graham Hardy and William Pennington. It was my dad who suggested the first railfan excursion over a little-known railroad in the foothills—the Sierra Railroad. He could claim some of the credit for the later success of the line.

His photographic work went beyond the railroads and interurbans shown in this portfolio, and I deliberately selected subjects that in most cases rarely are seen in magazines today. Pop was an avid streetcar photographer, spent considerable time recording the historic buildings of San Francisco in particular and Northern California and Nevada in general, and was something of an expert on Nevada mining history. His photo work along the San Francisco waterfront in the 1930's and 1940's is a priceless record. Some of his maritime photographs were taken during the International Longshoremen's and Warehousemen's Union walkout in 1934 that led to the bloody general strike. My dad, always a dedicated union man, helped bring supplies through the lines to the strikers.

I was with him on June 17, 1978, when he took his last railroad photograph . . . of an eastbound Santa Fe hotshot at Muir in the wooded slopes above Martinez. He was out of film but accompanied me to Bahia on the SP north of the bridge at Martinez. He watched as I photographed the westbound Amtrak *Zephyr*. In less than a month from that pleasant afternoon he was gone, at age 77. How long it had been since that day in 1918, when he had scampered through the third rail at San Rafael! 1

HARRE W. DEMORO, a reporter for the San Francisco Chronicle, *contributes occasional news reports to* TRAINS.

WP affection, Oregon honeymoon

THE Southern Pacific was Pop's favorite railroad, and he rarely favored film on the Atchison, Topeka & Santa Fe, but the often-ailing Western Pacific deserved affection, and my dad photographed it with some frequency. The newest transcontinental entered Oakland down Third Street and then curved gently onto private right-of-way at Linden Street where, in 1937, a drag freight with 2-8-0 57 and 4-6-0 96 moved with caution toward a crossing of the SP about 1000 feet ahead. WP favored small locomotives in its early days because of influence from the Denver & Rio Grande. The result of this policy required doubleheading 25 years later.

Although he traveled extensively within northern California and Nevada, Pop rarely saw or photographed trains elsewhere. I remember calling him from a telephone booth on a *Metroliner* speeding near Baltimore and him asking: "Is the Pennsylvania Railroad really four tracks wide? Do they have electric locomotives with siderods?" The answer was yes to the first and, unfortunately, no to the second, for the year was 1971.

He and my mother had driven to Portland, Ore., on their honeymoon in August 1937, and of the many photos he took, this was a favorite, of Northern Pacific Terminal 0-6-0 No. 11 at Portland, working in the same location where, about 40 years later, a 4-8-4 numbered 4449 would be heard again. But there was no 4449 on this date, and diesels were hardly worth considering.

Just another day on the railroad

If the engineer is under pressure, the conductor is under the gun

JORDAN ADAMS

IT THE TIME is 11 a.m. The FM radio announcer says it's 95 degrees outside. The forecast is for more fair and warmer weather. Inside our brand-new pool caboose—sans side windows—the temperature already exceeds 100. I gaze with disgust at water dripping from our bad-order refrigerator. Our sack of ice won't last long.

I'm the conductor on a loaded coal train with an OS of "113-1-14498" (113 loads, 1 empty [the caboose], 14,498 tons). We've been here on the main line for 3½ hours waiting to meet a local freight that, at last report, was two stations and 40 miles away, with work to do at both locations. A trip to the dispatcher's phone has proved futile, since four or five other trains already were on the line with the same idea. But the dispatcher is putting out orders, and it's obvious she isn't about to talk to me or anyone else. Our train, led by seven locomotives, is over a mile long, and we've had to cut crossings while we sit, and now can't fit between the passing-siding switches. Even after we couple up and pull down to the switch, the clearance will be a matter of inches.

Earlier, a broken rail had been reported a few miles to our rear. A section gang was on hand to watch everyone creep by at 5 mph. In addition, our orders contain numerous Form Y's, meaning more track work is in progress and that passage through these limits will be strictly controlled by the section foreman, *i.e.*, more delay.

This is a typical day on a 120-mile stretch of single-track, automatic block signal (ABS) territory. At this moment, eight other trains are operating over this line. In a situation like this, any delay can result in a massive stackup of trains—then one by one, the crews will begin to "hog" (reach the Federal limit of 12 consecutive hours on duty) and the railroad will come to another standstill.

As I reach for the water jug and start out the caboose door to join my rear brakeman in the shade of the train, the *other* radio, which has been constantly chattering, comes alive: "Extra 6608 West to the Extra 7181 East." L.G., my engineer, replies: "7181, go ahead." It's the local freight, whose crew lets us know they're finally getting close, so I tell L.G. we can begin coupling up. The rear brakeman already has heard the conversation and is making his way toward the crossings. Twenty minutes later, our train is back together and the local—with five units and 89 cars—squeezes by. I check our orders again and find their running number is that of the third unit back, a decrepit F45. As both crews exchange greetings, our train begins to inch forward. My rear brakeman tells L.G. we're moving. The radio cracks back: "Moving!"

As we pass the rear end of the local, we're nearing the maximum allowed speed for a loaded coal train. The speed factor is important to those of us in back, since the train crew is held accountable along with the engineer. There are nine different speed restrictions affecting mainline operations, and any one or a combination of them can get you in trouble in a hurry.

But today I'm not worried—L.G. is a good engineer. It's hard for me to believe we hired out together in train service barely four years ago. After only a few months, L.G. moved to engine service. For years I had dreamed of being a "hoghead," but how different things look from the inside! Like most trainmen, I've had a little experience at running the engine. Very early, I recognized the pressure an engineer is under while maintaining control of 14,000 tons. There is a lot more to being an engineer than just running the engine. Our subdivision has several S curves and a rugged sawtoothed profile where slack can run in three directions in the same train. Here is where an engineer learns what train control is all about. So when application time came around for engine service, I said "no thanks" and have never regretted it. You'd be surprised how many good engineers have admitted to me they wish they could return to train service. But L.G. is different. He actually likes it! In every way, he is a true blue engineman.

NOW, it's 2:15 p.m. If the engineer is under pressure, the conductor is under the gun. All of our trains are run as Extras, so time is not critical to safe operation (with the exception of wait orders and protection orders on work trains). Still, the conductor must account for every delay: identification and location of trains met en route, slow orders, red blocks, Form Y orders, any mechanical trouble. If we don't make our final destination in the allotted time and sufficient reason for delay is not shown, a trip to the trainmaster's office will most assuredly be waiting after we tie up. On a freight train, the paperwork is compounded by having to fully account for every car picked up or set out, including engines and cabooses, time and location. Often this work can involve half the train. Moreover, hardly a trip goes by without the conductor having to file a wire report at the nearest open train-order office addressed to the appropriate office or department, which usually includes the chief

dispatcher and trainmaster. Such messages vary from reporting signal malfunctions to notifying of bad-order cars set out en route . . . in short, anything. If at a later date an incident is deemed significant and no paperwork exists, or was done improperly, the conductor might get an indefinite vacation without pay. The same holds true if the head brakeman forgets about the derail on the house track and gives the engineer a back-up signal. Although someone else might be at fault, the conductor will have to answer for tearing up the equipment and tying up the railroad by leaving the rest of the train on the main line.

By now, our caboose is turning into a real hotbox (no pun intended). Against company policy, we strip down to the waist seeking the slightest relief from the heat in the cupola. We don't talk much. There is no contest between the human voice and the clashing sound of slack and the familiar clickety-clack of rail joints. The train radio has to be turned up to full volume, and full volume it is—eight trains and a maintenance of way crew are on the same channel. In a desperate attempt to get more air, we have left both doors of the caboose open. But this becomes a Catch-22 situation when the forward door allows coal dust to fill the caboose. I continually wipe the black stuff off my sunglasses. As I begin to wonder about black-lung benefits, my senses instantly come alive at the dreaded sound every trainman knows: *who-o-o-o-o-o-sh*! We're in emergency! Instinctively, we throw our feet up against the wall of the cupola, bracing ourselves for a severe run-in of slack that we hope never comes. It only takes being thrown into the windshield of the cupola once before you learn the art of quickly bracing yourself.

A train's brakes generally go into emergency for one of several reasons: (1) you're on the ground, and you hope the derailment is not too close to the caboose; (2) your train has broken in two because a drawbar or knuckle has failed; (3) the head end of your train is about to hit something; or (4) your train has a "dynamiter" (sometimes called a "kicker"), a term that refers to any random malfunction of the train's brake system. If the latter, usually you can be on your way again as soon as the engine can pump up enough air to restore pressure throughout the system. The engineer then releases the brakes, and you're off again.

Our caboose grinds to a stop about a mile from the point the brakes were first applied. During that brief time we were riding 14,000 tons of barely controlled mass. I look at my watch and note the time. I reach for the radio and let L.G. know the exact moment our caboose stopped. He replies that the head end also has stopped. This is a good sign—it indicates our train is still in one piece. But with that simple and short radio transmission, every railroader within miles knows our train has made an emergency stop. It isn't long before the engineer of another loaded coal train, a few miles behind us, asks where our caboose is located. Yes, we have block signal protection, but those signals behind us are only *intermediate* blocks, permitting a train to proceed at restricted speed after stopping. With the same kind of train we have, chances are that the engineer behind us is not going to comply with the rules by stopping his 14,000-ton train and risk breaking a drawbar. To make matters more interesting, we are sitting just inside a curve and slightly below a hill—so the conductor had better know *exactly* where his caboose is. Since the hills and curves all look alike, it's easier than you might think to get lost.

This time, though, I had spotted the milepost before our caboose passed it around the curve and out of sight to the rear. "About 25 cars east of Milepost 48, Pappy," I report. Of course, this is not correct radio procedure. But no one on our railroad can mistake that gravelly voice. Pappy is one of the old heads who ran passenger trains back in the old days, and that bothers me, for sometimes I believe he thinks he's still on a passenger train. Nevertheless, I would put his skill as a hoghead up against any engineer. He's good. Pappy acknowledges my request about his train and its location, and further advises me that he'll park his consist at a spot about a half mile behind our caboose. This is the only place available where he can start his train without the risk of tearing it up.

In addition to knowing our location, I know we also have three road crossings blocked—one of them a busy farm-to-market road. It's about 60 cars from the caboose, and

there's no way we can cut that crossing in the condition the train is in now . . . but try explaining that to a long line of angry motorists, or, worse, the state police!

We sit for five agonizing minutes without any air on the caboose. The brakeman and I are just preparing to walk the train when the air gauge comes alive and the needle jumps to 40 pounds and begins a steady climb to 90. Moments later, the brakes kick off and we're moving again. It's unlikely we could have been on the ground and then start up again with such a heavy train, but just to be safe, we stay on the rear platform to watch for any telltale sign of wheel marks or other damage to the track structure. I have learned never to assume anything. After about a mile or so, I'm satisfied that our train is O.K.

IT'S 5:45. I never cease to be amazed at how long these coal trains appear when viewed from the cupola. Because of the undulating profile, we are able to see the head end of the train only twice during the entire trip.

My rear brakeman reminds me we're nearing the end of a 10-mph slow order, so I reach for the radio again: "O.K., L.G., stretch 'em out." The radio cracks back: "Highball!" and then, "Pushers to the first loaded coal train, 7181, over. . . ." After L.G. advises the pushers that we are about 5 miles away, the helpers tell us they're in the clear and ready for us to come on. I've had my fingers crossed ever since L.G. lost power on the two rear units about 45 minutes ago. A brand new GE C30-7 and an older U33C both developed ground relay problems, and the head brakeman had to go back and take them off the line.

We limp by the helpers—an SD40-2 and an older SDP45—at 15 mph and stop in the clear for them to couple to our caboose. We cut in the air and join the helper crew in the cab of the SD40. (Operations and Safety Bulletin No. 93 prohibits anyone from occupying the caboose while the train is being shoved by helpers.) After a brief radio conversation, we begin our assault on the hill. I don't expect any real problem now since we have two big units on the rear, not only to replace our lost power but more importantly to control the slack. But before we reach the top of the hill, our being without two units' power will be reflected by a reduction in speed of at least 10 mph.

With four men in the cab, conversation quickly evolves into standard railroad dialogue: who is running around on whose wife, how the railroad is being taken over by dope and booze, how the union is selling us down the river, and how the carrier is not living up to its part of the contract. It's a world far removed from Harriman Awards and slick employee magazines.

As the talk wears on, the combination of heat and 10 hours on duty begins to take effect. My eyelids get heavy. Suddenly, L.G.'s voice brings me back to my senses. "Red train-order signal." The helper engineer acknowledges L.G. with a simple "Red." We have come 8 miles upgrade and will be over the hill by the time we pick up our orders, on the fly. About a half mile east of the depot, the helper will cut off from our train. As we round the curve and approach the station, the helper engineer has his hands full working both dynamic braking and air. Since I'm standing next to him, I elect myself to get the orders. As I open the rear cab door and step out onto the gangway, the roar of two 645 engines in full dynamic is deafening. Up go the operator's arms with the hoop. I reach out and snare the paper. It's an annulment order, knocking down a meet we were to have with an empty coal train. The dispatcher apparently has decided to hold the empty in the terminal and try to move us in before the "hogs" get us. In a few moments we'll be away from the pusher and make a run for it.

I've already promised myself to skip a meal and shower once we get in. Every bone in my body says I'm going to bed. We're likely to get out again in the legal minimum 8 hours, and it'll be the same thing over again . . . just another day on the railroad. ■

JORDAN ADAMS is a pseudonym for a conductor on a major western railroad, who says, "Because I've wanted to show what an actual, normal trip as a conductor on a loaded unit coal train is like, I've chosen to conceal the identity of people and places involved. As is well-known, situations on the railroad are not always handled exactly by the rule book."

Photo, TRAINS: J. David Ingles.

"I won't look back"

"FORTY-ONE by Port, 8:40." Trim and fit at age 52, and half that on the railroad, Paul Knuth Jr., has OS'd his last passenger train. Running on time, Amtrak's *Broadway Limited* clears Port interlocking westward on Two Track, entering Conrail's latest segment of double-track TCS.

It has been a rather slow second trick, with intermittent rain throughout the evening—May 27, 1986, will go down as a bit on the gloomy side. It also will be Paul's last night on the job. By midnight, his No. 61 spot on the Allegheny Division T-C seniority roster will be history.

Will he miss the place?

"The men. Yes, I'll miss the men I've worked with." Paul doesn't hesitate. "But I won't look back." Twenty years in this tower and professional to the very end, yet a great deal of frustration is evident. "You have to understand, working for the railroad and romanticizing the railroad are very different. The railroad is *very* cold." Paul's eyes are scolding: "You get the letter, you know."

Paul will get the letter. It will state, in effect, that at 11:59 p.m. on June 5, 1986, his job will be abolished. Little romanticism there.

Conrail has been closing towers in a sweep eastward. Just Port survives on the east end of the division, and men senior to Paul will claim the few jobs remaining. He could exercise his seniority and bid jobs on the Harrisburg Division, "but why prolong the agony?"

Anxiety? Indeed. Bitterness, too. The railroad and the union—there is little fondness for either. "There has been no real concern for the men, no effort applied to a retraining program." And there is the age factor. Some will take retirement, but 26 years' service won't even guarantee a job on the dreaded last trick. "Last year we had over a hundred men, and now there are only thirteen still working."

Port, like the other towers on what once was the Pennsylvania Railroad's four-track Middle Division, has become an anachronism. "The whole system as we know it—the towers, operators, air-machines, and the maintainers—it will all be gone." New technology has invaded the valley of the Juniata. "The dispatchers in Altoona, they'll do everything."

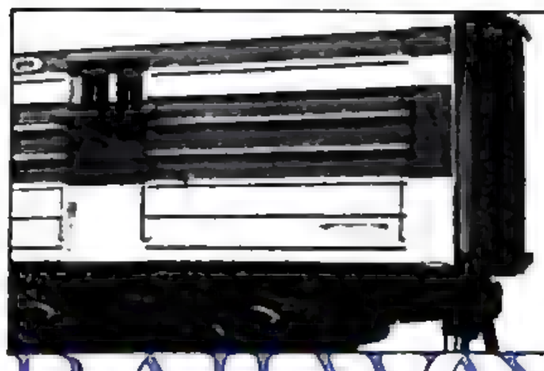
Quite a few townspeople (nearby Newport, population 1619) had no idea the railroad still used that "old gray shack" west of town. "Yes sir," Paul would tell them, "24 hours a day." Simply amazing.

Yet it could be a tranquil place—particularly on the late tricks. A starry May twilight when the day's sky refused to quit, even as darkness overtook the tower. Or a hazy evening when the fireflies came out, to be serenaded by crickets and frogs along the banks of the old Pennsylvania Canal. And who could forget the lingering fragrance of honeysuckle on a warm June night? The trains, though, they could sneak up on you.

Paul's relief had not yet arrived as I drove away. I glanced into the side-view mirror for one last look. In the darkness, a solitary light glowed from the old tower.

Yes, I suppose you could miss the place.—JIM BRADLEY.

Both photos, Jim Bradley.



edited / NANCY L. BARTOL

TRAINS welcomes comments pro and con from its readers on railroad matters in or out of the magazine. Please keep letters brief, and address them to: Railway Post Office, TRAINS, 1027 N. Seventh St., Milwaukee, WI 53233. Communications cannot be acknowledged.

RAILWAY POST OFFICE

PRINCETON SCHOOLDAYS

I thoroughly enjoyed the article about the Princeton (University) Branch in June 1987 TRAINS [pages 44-51]. I rode the "PJ&B" (Princeton Junction & Back) many times as a student in the mid-1960's, and a number of my dates arrived on it as well.

My roommates and I used to bicycle the side roads down to the Junction at midnight just before the PJ&B's last run of the day. There was always action on the main line of the Pennsy's New York Division even at that late hour, and our trip was rewarded by the sight of one passenger train pulled by a GG1 meeting the shuttle and two freights pulled by E-44's, one each way.

GEORGE NELSON
Kirkwood, Mo.

The PJ&B article brings back many memories. Earliest was as a 12-year-old in 1936 going to my first Princeton-Yale game with my father, riding a special train from, and returning to, New York. Later, as an undergraduate, I took many trips.

As my wife of 41 years will remember, she was one of the "Prince's beautiful women" who arrived for house-party weekend in May 1946. The lower yards were filled with passenger trains stored during the railroad strike of 1946 before President Truman took over the railroads, and thus gave me my first opportunity to get on a GG1.

H. LANSING VAIL, JR.
Shaker Heights, Ohio

THE OWL AND THE TRAIN

The above Railway Post Office mark is from the San Francisco & Los Angeles route on Southern Pacific's train No. 58, the *Owl*.

JOHN BERGMAN
Bakersfield, Calif.

PHIL HASTINGS' PASSING

While I only had the honor of meeting Dr. Philip Hastings [page 4, May 1987 TRAINS] on two or three occasions, I will never forget the first. It was in the spring of 1956 at Portland, Me., on the last-run day for Boston & Maine Pacific 3713. It was at the Rigby engine terminal while I was in

VIDEO
NEW!
FROM
HERRON RAIL SERVICES
THE GLORY MACHINES
VOL. II®
American Railroads in Transition, 1944-1962
26 RAILROADS
263 RUNBYS
72 Mins. • 98% Color
NARRATED MUSIC
SOUND EFFECTS
RARE Vintage Footage
$69.95
POSTPAID IN U.S.
READY FOR SHIPMENT

STILL AVAILABLE
THE GLORY MACHINES®
A DOCUMENTARY OF AMERICAN RAILROADING 1928-1952
31 Railroads • 237 Runbys
64 Minutes • 95% Color
VERY RARE FOOTAGE
"Five Stars" — Great By Any Standard — Railfan & R.R.
"Everything A Railfan Tape Should Have" — Model Railroader
$69.95
SPECIFY VHS or BETA II

CHECK
MONEY ORDER

HERRON
RAIL SERVICES
2016 N. VILLAGE AVE.
TAMPA, FL 33612

VHS or Beta **THE BIG 'A' --- THE BIGGER 'Y'** All color All sound

East of Bluefield
One Hour As It Is Today

1218 **The Big 'A'** Norfolk and Western articulated class 'A' 2-6-6-4 steaming North from Birmingham to Roanoke in April 1987. The first fan trips on the Bluefield, Blue Ridge and Christiansburg grades. Includes the only helicopter shots we know of 1218's inaugural run and the only ones of 1218's initial assaults on the Allegheny mountains.

Out of deference to the thousands who lined the tracks to record 1218's initial onslaught on the Blue Ridge, no helicopter shots were made of this event. In their place we have added Archie Julian's 13 min. classic **"Battle For The Blue Ridge,"** now in sound. It has the thundering articulateds on the coal drags, 70 MPH run pasts of the 'J's busting their guts against the 2%. It has branch line operation: Pacifics, a rare breed on the N&W, double and triple heading, The "Jawn Henry" the N&W experiment with coal turbines, in helper service and the 'Y' class, spinning out again and again on the 3% of the mine branches. One Hour. 185 Run Pasts $39.95

West of Bluefield
One Hour As It Was Only Yesterday

2100 **Norfolk and Western Articulateds** One of Sunday River's all time favorites, now completely re-edited and expanded to a full hour with newly discovered material. Part I is devoted to the agile 'A's - 2-6-6-4s - racing between Williamson and Portsmouth. Part II features the 'Y's, the 2-8-8-2 sluggers, shaking the Appalachians to their very roots on the grades West of Bluefield. Another stunning tape from Arnold Jones and Bob Hanna. One Hour. 157 Run Pasts $39.95

Both 1218 and 2100, two solid hours of N&W articulateds, 342 run pasts and pacing shots, Just $69.95.

Note: There are no static shots of engine repairs, no stills, no lectures etc. in these tapes. All Sunday River tapes are all action. We never add extenders or fillers to make you think you are getting a full length tape.

CALL NOW TOLL FREE 24 HOURS A DAY
Credit Card and COD Orders.
800-334-0854 Op. 423
We ship postage free in the U.S. Add $4.00 for U.P.S. Add $2.50 per tape for Canadian Postage
Mass res. add 5% sales tax
Specify VHS or Beta
3 or more 10% off
Sunday River Productions
P.O. Box 565 Concord, Mass 01742

RAILS 'N' SHAFTS

BOOKS

P.O. Box 300, Laury's Station, PA 18059
(215) 799-2530

Specializing in Books on Transportation and Industrial Subjects

BOOKS

America's Railroads: The Second Generation, *Ball* $35.95

American Shortline Railway Guide, *Lewis* $10.49

B&O Steam Finale (Vol. 1), *Mellander, Kaplan* $25.95

Basic Steam Locomotive Maintenance $17.59

Big Creek, *Redinger* $26.49

Bluebirds and Minutemen: Boston & Maine 1974-1984, *Nelligan* . . . $21.59

A Guide to Chicago's Train Stations: Present and Past *by Ira Bach and Susan Wolfson.* An album of Chicago passeger stations from the 1850's to the present $34.49

Lehigh & Hudson River: The East End *by Ed Crist and John Krause.* An album of the L&HR line from Franklin, NJ to Maybrook, NY . . $ 7.25

Boston's Commuter Rail, *Humphrey, Clark* $13.99

Boston's Commuter Rail, (2nd Section), *Humphrey, Clark* . . . . . $ 7.99

Brooklyn Trolleys $15.95

By Rail to the Boardwalk, *Gladulich* $38.49

California's Electric Railways, *Demoro* $29.95

Camas Prairie, *Riegger* $25.95

Chessie's Road, *Turner, Dixon* $23.95

China by Rail, *Middleton* $15.95

Classic Power 6: PRR K-4, *Pennypacker, Staufer* $17.59

Classic Power 7: Van Sweringen Berkshires $15.95

Corn Belt Route: Chicago Great Western, *Grant* $23.95

Historical Guide to North American Railroads, *Drury* $16.95

History of Lehigh & New England, *Kulp* . . . . . $ 7.95

Hommage to the Santa Fe, *Armitage* $15.95

Indiana Railroad System . . . . . $ 5.59

Katy Power, *Collias, George* $33.59

Kinsey Photographer: The Locomotive Portraits $31.95

Kite Route: Denver & Interurban, *Jones, Holley* $22.49

Late Great Penn Station, *Diehl* $15.95

Lehigh and Hudson River: The West End, *Krause, Crist* . . . . . $ 7.25

Lima: The History, *Hirsimaki* $30.95

Limiteds Along the Lakefront: IC in Chicago, *Linde* $19.95

MR Cyclopedia (Vol. 1): Steam, *Westcott* $26.49

MR Cyclopedia (Vol. 2): Diesels, *Hayden* $17.59

Memories of Reading Company Power, *Carleton* $23.25

Midland Route, *McFarland* $35.95

Milwaukee Road East, *Dorin (soft)* $15.95

Milwaukee Road West, *Wood (soft)* $15.95

Milwaukee Road Narrow Gauge: Iowa's Slim Princess, *Tiggs, Jacobson* $23.95

Moffat Road, *Bollinger, Bauer* $21.59

Monon Route, *Hilton* $23.95

Morristown and Erie, *Pennisi* . . . . . $ 7.25

Motive Power of the Union Pacific, *Kratville, Ranks* $31.59

N&W: Giant of Steam, *Jeffries* $31.95

Narrow Gauge in Ohio: Cincinnati, Lebanon & Northern, *Hauck* $23.95

Railroads of Kansas City, *Lynch* . . $11.95

Rails in the Shadow of Mount Shasta, *Signor* $31.95

Red Arrow: The First Hundred Years, *DeGraw* $25.59

Rock-A-Bye Baby: History of Rockaway Valley RR, *Taber* . . . . $ 3.99

Route of the Erie Limited, *Dirkes, Krause* . . . . . $ 6.49

Route of the Warbonnets, *McMillan* $22.49

Chicago Aurora & Elgin Railroad (Vol. 1): Trackage *by Larry Plachno.* In-depth review of CA&E routes and owned and operated trackage $25.59

Next Station Will Be (Vol. 9): Salamanca, NY to Marion, OH. An album of photographs of Erie Railroad depots in 1910 . . . . . $13.99

San Diego's South Bay Interurban, *Forty* $11.95

Santa Fe Motive Power, *McMillan* . $31.95

Second Diesel Spotters Guide, *Pinkepank* $12.95

Southern Pacific 1901-1985, *Hofsommer* $35.95

Southern Pacific Dieselization, *Garmany* $39.59

Southern Pacific of Mexico, *Signor, Kirchner* $31.95

Southern Railway System: An Illustrated History, *Webb* $19.95

Speedway to Sunshine, *Bramson* . $35.95

Spokane, Portland and Seattle, *Wood (soft)* $15.95

Steam, Steel, and Limiteds, *Kratville* $35.95

Tehachapi, *Signor* $35.95

★ ★ ★ STOP AND SEE US ★ ★ ★

We will have a complete selection of titles on display at the Lehigh Valley Chapter NRHS Railroadiana Show and Sale at Dieruff High School, Allentown, PA on Sunday, September 27, 1987. SASE for show details.

Dawn of the Diesel Age, *Kirkland* $23.95

Days of the North Shore, *Campbell* $30.49

Decade of the Trains, *Ball* $15.95

Detroit's Street Railways Vol. 1, *Schramm, Henning* $15.95

Detroit's Street Railways Vol. 2, *Schramm, Henning, Dworman* . . . $22.49

Diesel Locomotive Rosters (2nd Edition), *McDonald* . . . . . $ 7.99

Donner Pass: SP Sierra Crossing, *Signor* $38.49

Down Along the Old Bel Del, *Lee* . $27.95

East Broad Top, *Rainey, Kyper* $29.95

Frisco Power, *Collias* $30.49

Grand Central Station, *Middleton* . $18.49

Great Yellow Fleet, *White* $35.95

Green Machines, *Olmsted* $26.49

Guide to Tourist Railroads and Railroad Museums, *Drury* . . . . . $ 6.49

Next Stop, Grand Central, *Fischler* $19.95

Northern Pacific of McGee and Nixon, *Green* $31.95

One Man's Locomotives, *Smith* . . $27.25

Pennsylvania Railroad: the 40s and 50s, *Ball* $35.95

Pennsylvania-Reading Seashore Lines, *Kramer* $11.25

Pittsburg and Lake Erie, *McLean* . . $26.49

Railroads, *Ball* $29.95

Railroads in Lehigh River Valley, *Kulp* . . . . . $ 7.95

TO ORDER: For Postage and Handling, please add to the order total, $1.90 for one book, $2.50 for two books, $3.50 for three or more books. For foreign orders, please add $2.50 per volume for postage, and remit in US $. Pennsylvania residents please add 6% sales tax. Avoid delays in order shipment. Recheck addition and add correct postage. Incorrect orders will be returned. Prices subject to change without notice. Please allow four weeks for delivery. Make checks and money orders payable to RAILS 'N SHAFTS. Catalog sent with all orders, or send SASE. Sale ends last day of magazine cover month. Your satisfaction is guaranteed.

Traction Classics (Vol. 1), *Middleton* $32.95

Traction Classics (Vol. 2), *Middleton* $28.95

Traction Classics (Vol. 3), *Middleton* $31.25

Train Watcher's Guide to North American Railroads, *Drury* . . . . . $ 8.95

Two Feet Vol. 1, *Jones* $35.95

Two Feet Vol. 2, *Jones* $35.95

Union Pacific Mainline West, *Botkin, Hand, Hill* . . . . . $ 9.59

Union Pacific Streamliners, *Ranks, Kratville* $38.95

Unique New York and Long Branch, *Wood, Gallo, Rosenbaum* $20.95

Vermont's Granite Railroads, *Jones, Maxfield, Gove* $27.95

When Eastern Michigan Rode the Rails (Vol. 2), *Schramm, Henning* $28.95

Wilkes Barre and Eastern, *Fredericks* $13.99

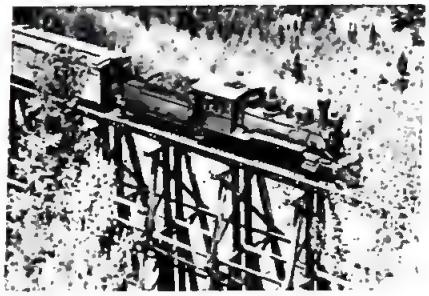
HELP!!! HELP!!! HELP!!!

DEADLINE – AUGUST 25th, 1987

Monetary donations are needed to preserve 20 miles of the historic, original Fremont, Elkhorn and Missouri Valley Railroad Line, built in 1870. A true prairie railroad, located in the beautiful Elkhorn Valley of Nebraska. Your dollars will help to preserve and create one of the longest, standard gauge, steam powered, passenger carrying tourist railroads in the United States.

THIS LINE IS IN DANGER OF BEING LOST FOREVER!!!!!
PLEASE SEND YOUR DONATION TO:

EASTERN NEBRASKA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
c/o FARMERS AND MERCHANTS NATIONAL BANK
P.O. BOX 266, WEST POINT, NE 68788
(402) 372-5331 Roger K. Davis



4 Western Rail History Classics from the Colorado Railroad Museum

Whether you're a confirmed fan of Colorado railroad history or have just discovered this fascinating topic, these four big, lavish books from the Colorado Railroad Museum deserve to be in your library. All are proven popular classics, acclaimed by critics as important contributions to western rail history!

DENVER'S RAILROADS — *Forrest and Albi* — Revised, enlarged second edition of the story of Union Station and the railroads serving it — and the yards, shops, roundhouses and junctions of metro Denver. 272 pages, 300 photos incl. 7 color plates, 20 maps. **$29.95**

MIDLAND ROUTE—*McFarland* — Now back in print, 368 pages and 400 photos on Colorado's famous standard gauge Colorado Midland Railroad — a fact-filled "Guide and Data Book" that will bring this legendary mountain railroad alive for you! **$39.95**

THE SOUTH PARK LINE—*Chappell, Richardson and Hauck* — Colorado Rail Annual No. 12, a concise history of the fabled Denver, South Park & Pacific narrow gauge, with authoritative text and 300 photos in 270 pages, from origin to final years under Colorado & Southern operation. **$22.95**

OTTO PERRY, MASTER RAILROAD PHOTOGRAPHER—*Albi and Jones* — From World War I to the end of steam — a half century scope — Otto photographed the railroads of Colorado and the West, pioneering in action photography. 500 of this camera pioneer's best photos are presented in this big memorial volume, offering a dramatic panorama of steam railroading in the West. **$30.00**

Sent postpaid; order 3 or more and deduct a 10% discount.

Colorado Railroad Museum

DEPT. T, BOX 10, GOLDEN CO 80402
VISIT THE MUSEUM, OPEN DAILY YEAR 'ROUND
Located 12 miles west of downtown Denver, between Wheat Ridge and Golden

the company of S. K. Bolton and George C. Corey of Rail Photo Service. Hastings walked over to the auto we were in and shook hands with Corey, who said, "Phil, I'd like you to meet Don Wood." As we extended hands for the first time, Hastings uttered, "Oh, yes, I've seen your name." *He had seen my name.* It was akin to Sunday at church and the appearance of God in our midst. He enveloped us with his presence; it was like the general inspecting the troops!

I was one of the serious doubters regarding Hastings' approach to rail photography until I took the time to sit back and truly understand where he was coming from and what he and his images of the flanged wheel on steel rail were all about. He has to be considered the Father of modern journalistic railroad photography.

Phil was a storyteller, and his photographic images parlay this. While the works of the Steinheimers, Shaughnesseys, Youngs, and the Links may be distinctive in their own way, I can't help but feel there is a little Philip R. Hastings in each of them; I know there is influence where my work is concerned.

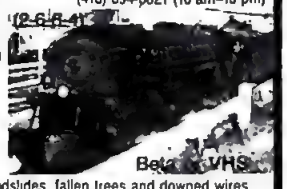
DON WOOD

Matawan, N.J.

FM UPDATE

To update the USX (U.S. Steel) Fairless Works Fairbanks-Morse diesel status ["Second Section," page 67, April 1987 TRAINS], as of February 12, 1987, H12-44's Nos. 9, 11, 13, 14, 15, and 26 were stored unserviceable and used as parts sources. No. 23, taken out of service in March 1985 for an overhaul that was started but not completed, was

N&W Class A **1218** Inaugural Trips
$27.95 ea.
60 minutes
Color & Live Sound
(416) 694-6821 (10 am–10 pm)



Beta VHS
Battling flooding and mudslides, fallen trees and downed wires, the Mighty "A" assaults the grade to Bluefield, W.Va. Fantastic echoes and stack sound in the New River Valley as 1218 snakes her way through rock cuts and tunnels, along the ridge. The best shots from 3 days of filming. On train, runbys, pacing and more.
Other Videos: N&W 611, STEAMEXPO, CNR 6060, Royal Hudson, CPR 3716, CPR 1201. (1 hr ea. $27.95 ea). Duty Free to U.S.A.
Satisfaction Guaranteed or Money Refunded
Add $2/order for handling & postage
Add $1/tape for charge card orders
Ontario Residents add 7% sales tax.
cheques payable to:
Video Classics
84 Willow Ave. #41
Toronto, Canada, M4E 3K2

ALL ABOARD!

Complimentary ride on ERIE Caboose C140, plus compensation, available to those providing technical information and/or original photographs, slides, movies and color schemes pertaining to ERIE C100 and C200 series "Dunmore" cabooses.

ERIE C140

Contact: F.J. Capalbo
ERIE R.R. CO., INC.
162 Hillside Avenue
Nutley, NJ 07110
(201) 284-0168 after 6pm E.D.T.

CHARLY'S

SLIDES

35mm QUALITY
DUPLICATE SLIDES
Main Lines-Industrials-Trolleys
Short Lines-Old Time Steam
Send $2 for catalog
and 2 samples
160 Clark's Pike
Creighton, PA 15030
CHARLY'S SLIDES

"Pacific Through The Cumberlands"

The mountains of eastern Kentucky provide a magnificent backdrop for ex-L&N Pacific #152 as she travels from Louisville, Ky. to Appalachia, Va. during October, 1986.
The high-speed mainline of the Cincinnati Sub-division...tunnels and bridges on the Cumberland Valley Sub...the winding rails of the Lexington Sub...all these ingredients for spectacular steam action come together in this brand new 36-minute program.
The #152 is really at her best on this trip through the mountains...you don't want to miss a minute of it!

Lasting Impressions, 2707 Colonel Drive, Louisville, KY 40222 (502) 426-6397
VISA/MASTERCARD

stored but repairable. Stored serviceable were Nos. 10, needing only new cylinder liners, and 12, stored for the winter. Seeing regular use were Nos. 16, manually operated, and 24, 25, and 27, converted to remote-control operation. In a correction, several USX locomotives, including No. 16, were used during the past strike.

The FM's future? They "are in fine shape, run like Cadillacs, and are perfectly suited for the job they are performing," the shop superintendent told me.

JOHN M. PETKO

Phoenixville, Pa.

BN SURPRISE

I received my copy of June 1987 TRAINS and was surprised and interested by what I read on the cover "BN's High Line: From Two Way to One Way to No Way" [pages 24-33].

This was a bit of a surpise to me since I have always considered the BN High Line to be the former Great Northern line across the top of Montana. I remember from almost my first day of work in 1968 as an internal auditor for the GN referring to the Minot-to-Spokane main as the High Line. Of course, the picture on the cover was unmistakably taken in the desert of eastern Washington. I had never heard of this line referred to as the High Line.

JOEL O. HOLMES

Billings, Mont.

Thanks very much for Bruce Kelly's BN High Line article. It is being well received in this corner of the country.

Last weekend my wife and I visited the dry side of the state: Saturday east along the

Union Pacific Type
by William Kratville

UP FANS! The full story of unique Union Pacific-type locos! Every detail about the building, operation, and maintenance of these famous locos, written in the style of other Kratville books--only this one goes further! First-hand account by the men who designed, built, and operated the 9000's. Covers all series and the complete story of all of the changes made through the years! Photos galore! Big pull-out drawings! Written in the style only this author can, from years of first-hand experience. Great photos such as the first run on Sherman, first day detail pictures, third link change etc. Includes some great all-time favorites too! Plenty of action photos by leading names! Color cover, hardback. Full data roster and index.

TWO BOOKS IN ONE! A real bonus--the full story of UP's earlier three-cylinder locomotives--the Overlands. From design to coverage of all series and changes through the years. Action photos, details, the whole story of this type combined with the 4-12-2 story into one big, big book!

Order today so you won't miss this limited edition run. Well over 200 pages! Additional items being added to increase data. Books will be autographed! Books numbered in order received. Price will be comparable to book size. Send no money, but order today to get on low number, autographed, first edition list!

Order from:
Auto-Liner Industries
9290 W. Dodge Rd., Suite 203
Omaha, Nebraska 68114

Still available: War Engines--the story of the ex-C&O/N&W locos of 1945 era. Color cover, glossy stock, $14.95. Little Look at Big Boy--booklet focusing on this famous type with diagrams, detail, and action photos, $3.50.

Santa Fe

AUCTION

SANTA FE RAILWAY ARTIFACTS and MEMORABILIA

SEPTEMBER 5-6-7
at TOPEKA, KANSAS

Bid for:

- Cupola Caboose
- Baggage Car
- Two Steam Cars
- Tail Drum Signs
- O-Gauge Lionel Trains
- HO-Gauge Model Trains
- Rolltop Desks/Furniture
- China and Silverware
- Steam & Diesel Locomotive Items
- Advertising Memorabilia
- Harvey House Artifacts
- Rail Motor Cars
- Train Fixtures and Tools
- Framed Lithographs
- Communications Equipment
- Pre-1900 Artifacts
- Hundreds of Collectibles

PREVIEW – BIDDER REGISTRATION 9 AM-4 PM • SATURDAY 9/5
AUCTION – 11 AM-4 PM • SUNDAY 9/6 & 10 AM-FINISH MONDAY 9/7
FORBES FIELD, TOPEKA, KS • DETAILS (913) 232-6200

Carl Loucks

...SELLING RAILROAD TIMETABLES
199 Wayland St., North Haven, CT 06473

SPECIALS OF THE MONTH...
a few of the more than 100,000 items in our stock. We do *NOT* sell any reprints. All are original railroad issue.

EMPLOYEE TIMETABLES: Line by line descriptions, trackage, signal rules, all you need to know about the road and operations. Many have complete maps.

ATSF-Northern Div 1986 ..... $5.
ATSF-Plains Div 1984 ..... $5.
ATSF-Southern Div 1986 ..... $5.
ATSF-Valley Div 1985 ..... $5.
BN-Denver Region 1982..... $5.
BN-Springfield Reg 1985 ..... $5.
BN-Twin Cities Reg 1986..... $5.
BOSTON & ALBANY-Syst 1955 ..... $8.
BOSTON & MAINE-Syst 1946 ..... $9.
C & N W-System 1984..... $8.
Cent. New Jersey-Syst 1971 .. $6.
D&RGW-System 1974..... $8.
ERIE-new York Div 1942 ..... $9.
E-L - New York Div 1965 ..... $6.
GN-Cascade Div 1965..... $6.
GN-Kalispell Div 1965..... $6.
IC-Chi Electric 1966 ..... $6.
ICG-Northern 1984 ..... $4.
ICG-Southern Reg 1983..... $4.
MP-System 1985..... $5.
NYC-River Div 1939..... $10.
NS - Eastern 1986 ..... $5.
N&W-Ft Wayne Div 1978 ..... $4.
SCL-Rocky Mt/Raleigh 1979 ..... $3.
SBD-Savannah Div 1985 ..... $5.
SP-Eastern Reg 1985 ..... $8.
SP-Houston Div 1984 ..... $4.
SP-Los Angeles Div 1982..... $4.
SP-Northern Reg 1986 ..... $8.
UP-System (With MP) 1986... $8.

PUBLIC TIMETABLE SPECIAL:
The history of your favorite road told in timetables. One from the 1940s, one from the 1950s, one from the 1960s...3 System timetables for only $12.00. Choose from ATSF, ACL, CB&Q, MILW, CRIP, CV, C&O, B&O, IC, GN, NH, NYC, N&W, NP, PRR, SAL, SOU, UP. Six sets for $60.00

NEW CATALOGUE ISSUED MONTHLY. Sent with each order or SSAE.

Carl Loucks

SELLING RAILROAD TIMETABLES
199 Wayland St., North Haven, CT 06743

BN/GN main; Sunday down the 5th and 1st subs; Monday back via the Washington Central and UP in the Yakima Valley; plus the YVT to Selah, and a winery.

While at Scribner for a half hour we met two fellows from Atlanta, properly equipped with portable scanner, cameras, and a copy of your June issue. Then an Idaho couple drove by; again your issue could be seen on the dashboard.

RICHARD B. SEELYE
Bellevue, Wash.

FLOWERS THAT DON'T FLOURISH

"Flowers," which appeared on pages 32-33 of May 1987 TRAINS, is indicative of the mismanagement that continues to flourish in the railroad industry.

How could these upper level management people be so concerned about such a trivial matter?

RICHARD BADE
Waterloo, Ill.

HOW MANY 4-8-4'S?

On page 55 of July 1987 TRAINS, Editor David P. Morgan referred to 1305 4-8-4's stabled across North America. Although *The Northerns* [Jack W. Farrell and Mike Pearsall, Pacific Fast Mail, 1975] quotes the total as 1108 in text, I counted 1125 from the tabulation in that book.

ROBERT A. LEMASSENA
Denver, Colo.

☐ *The accurate North American total should be 1125, based on Lloyd Stagner's totals as noted on page 30 of March 1981* TRAINS. *Who am I to doubt Lloyd? I cannot account for my 1305 figure.*—D.P.M.

Passenger Cars of the
BURLINGTON
1869 to 1930's By William L. Glick
• 165 HO Scale Car Diagrams
• 29 Truck Drawings • 9 Photos
166 Pages on 11 x 17 Format
Softcover $39.50 pp Hardbound $60.00 pp
Quincy House, P.O. Box 8147, San Jose, CA 95155

★VIDEO★

Introducing:

"Warehouse on Wheels"
(Operations of a Rail Yard)
- full color, location sound, 60 min.
- hump yard operations, diesel shop
- industrial work, computers, etc.

"SD40-2's in the Canadian Rockies"
- full color, location sound, 42 min.
- original music, narration
- 2nd generation diesels in action over some of the world's most rugged terrain

$59.95 each or $94.95 for both; include $2.50 for postage and handling. Visa or MasterCard accepted with card number, signature, and expiration date. State VHS or Beta. Allow six weeks for delivery. Mail to:

Wild Rose Productions
3531 7 Ave. S.W.
Calgary, Alta.
Canada, T3C 0C9

Books about traction, steam stations Canadian Pacific, Canadian National Grand Trunk Various Canadian city electric systems Write for details

Railfare

Railfare Enterprises Limited, Box 33, West Hill, Ontario, Canada, M1E 4R4 Dept. T-9

Railfare Enterprises Limited, Box A-248 Hanover, New Hampshire 03755 Dept. T-9

THE ALL ABOARD FRISCO RAILROAD MUSEUM
Over 1,500 items of Frisco and Frisco related memorabilia on display. Frisco railroadiana for sale. Memberships available. Call or write P.O. Box 276, Ash Grove, MO 65604. (417) 672-3110.

400,000 ORIGINAL SLIDES
UNITED STATES CANADA MEXICO
10 000 SUBJECTS 500 COMPANIES
SEND $3.00 FOR 2 SAMPLES & CATALOG
ROSTER ACTION
ETC
JOHN C. BENSON SLIDES
P.O. Box 18625 Cleveland, Ohio 44118

RAIL & SPIKE KNOCKER
A must for the railroad buff. All steel, welded construction. Weight 3 lbs. Built to last a lifetime. A perfect gift. Choice of Bookend, Door knocker (with mounting holes), or Paper weight. Choice of colors: Black or gold. 30-day money back guarantee. Please specify choice and color. $14.95 each or two for $28, postpaid in USA.
R. J. Hoch, P.O. Box 61, Arcade, NY 14009

european railways VIDEO
Twelve unique broadcast quality programs of european railways in full color, natural sound and english narration. Technical information and superb photography blend well on these 60-142 minutes video cassettes spanning Europe's most picturesque railway lines. Write for free product brochure.
TRANS EUROPE ENTERPRISES
160-22 Powells Cove Blvd., Whitestone, NY 11357

ENGINEER JACKETS
by OshKosh B'Gosh®
Blue/white Hickory Stripe,
100% Cotton, 10 oz.
Rugged denim.
4 outside pockets,
1 inside pocket.
CHEST SIZES:
38,40,42,44,46,48,50
Full cut,shrinkage controlled, order exact size.
$24.95 each
(Shipping included)
Shipping to Canada add $2.00

ALSO AVAILABLE IN 12 OZ. BLUE DENIM, Same price and sizes.
Free Catalog with Order.
Order from: Rolling Stock, Dept T
7523 Benton St.
Arvada, CO 80003
To order our complete Catalog of overalls, jackets, shirts and caps.
Send $1.00 (Refundable with order).

Your membership invited:

Write
Post Office Box 58153
Philadelphia, PA 19102

"PENNSYLVANIA SHORTLINES"

THE FIRST TIME EVER!

8 excursion railroads of Pennsylvania are featured on this video cassette.

- Exciting color
- Natural sound
- Rolling stock and historic stations

ONLY **$39.95**

FEATURING:

- Steamtown U.S.A.
- Blue Mountain & Reading
- East Broad Top Narrow Gauge
- Strasburg Railroad

Plus 4 More!

ORDER TODAY

Kauffman Creative Services
P.O. Box 4
Campbelltown, PA 17010-0004
Pennsylvania residents add 6% State Sale Tax.
Please indicate VHS or BETA.

All Aboard!

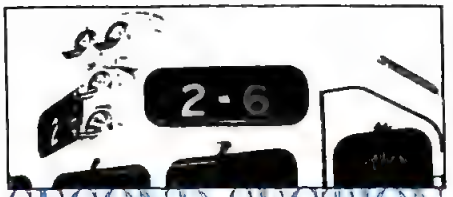
An Amtrak ticket —
A trip around the world
or anything in between

A travel agent
for the rail fan

Call us or write us
for all your travel needs

CHALLENGER TOURS

3672 NOTTINGHAM WAY
P.O. BOX 8965
TRENTON, N.J. 08650
609-586-4664



SECOND SECTION

A favorite style of railroading? . . .

We have determined what specific railroads are our favorites [pages 62-64, July 1986 TRAINS], and from TRAINS' Audit Bureau of Circulations report, we know where our readership is, in a state-by-state breakdown. But favorite railroads, or favorite *type* or *style* of railroading, does not necessarily correspond with where we live. I daresay it usually does not—in fact, Editor Emeritus David P. Morgan is quotable on it: "My favorite railroading certainly isn't found in Wisconsin."

Now, defining a style of railroading is extremely subjective, and arbitrary, but the Editor Emeritus and I tried our best in the breakdown below. So, in terms of the region, or style, listed on page 64, we would like to know the geographical location of your *one, single favorite* category of railroading.

No split votes, please.

This is an election that may not have a winner, for if you can't narrow your choice to a single favorite, please don't vote . . . or, if you must, check the last box. To help clarify the categories, we've listed in parentheses some—but certainly not all—the major railroads, both past and present, in some areas.

Continued on page 64

TRACKSIDE VIDEO

1218
A NEW BEGINNING

All aboard for the first trips with our new broadcast quality camera and the N&W 1218. We have your ticket for the Ferry Run from Birmingham to Roanoke. Then it's ALL ABOARD for the first public excursion from Roanoke to Bluefield. The cost of your ticket is $34.95 in either VHS or BETA format.

For first Class Postage add $3.00 otherwise orders are shipped 3rd class.

Credit card orders may call our NEW 800 #:
1-800-628-2828 Ext. 904
Trackside Video, Inc.
P.O. Box 234
Forest Park, GA 30051-0234

NEW ENGLAND RAILROADING CALENDAR

12 Full Color 8" x 10" captioned photos
Space for Appointments
$4.25 postpaid (U. S. only)
Canada – $5.50 Postal Money Orders
allow 3-4 weeks delivery

MVRS
Mystic Valley Railway Society
P. O. Box 486
Hyde Park, MA 02136-0486
Dealer Inquiries Invited

ALASKA

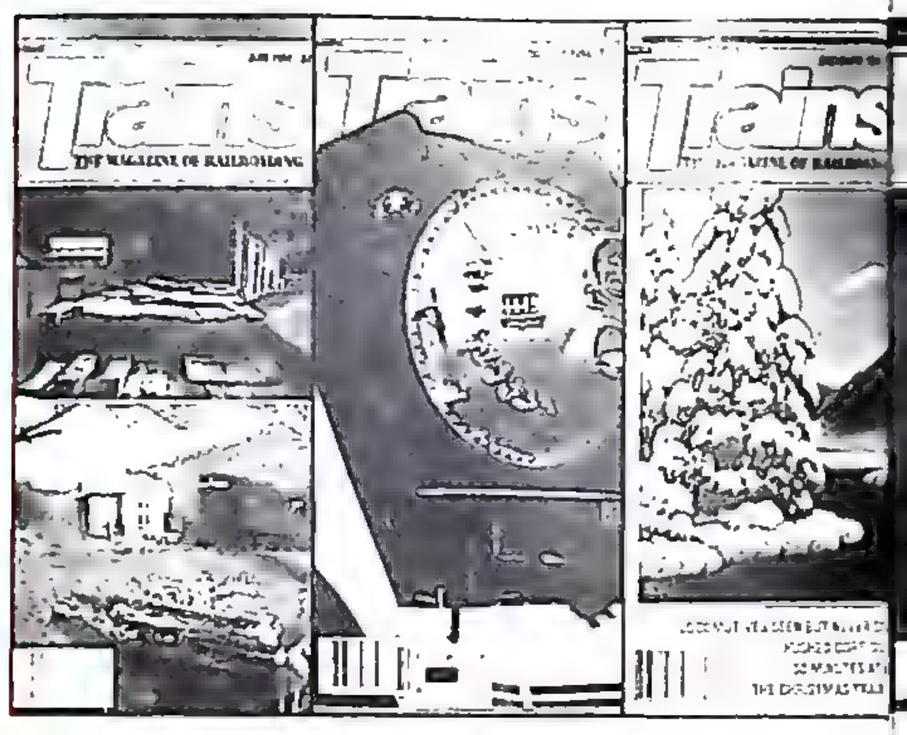
Climb into the cab and travel the Alaska Railroad!
Highlights include:

- Anchorage to Fairbanks passenger service
- A car/train ride on the Whittier shuttle
- A cruiseship train with eight dome cars
- Freight service
- And More!

90 Minutes $60 VHS or BETA

Pentrex
"WRITE FOR FREE CATALOG"
P.O. Box 94911 Pasadena, CA 91109

Trains BACK COPIES!



JANUARY 1972
FM test track
Amtraking west
Photo Section
FP9 in Saudi Arabia

JUNE 1972
1971 speed survey
Precision National
Gerald Best photos
Midland Continental

NOVEMBER 1972
Mao's Chinese railroads
An Amtrak sampler
Penn Central ironies
Lewis Hine photos

JANUARY 1973
The spirit of the CZ
Mozambique motive power
Armco's Lima diesels
Listening in to train talk

MARCH 1973
Clinchfield's 4-6-0
Connecticut train-watching
How to streamline steam
Photo Section

APRIL 1973
Budd before the Zephyr
Monarch of British steam
GM goes to the Greenbrier
Photo Section

JULY 1973
Milwaukee electric farewell
Annual speed survey
How to tote 600 tons
Steam in Sumatra

AUGUST 1973
Train Master tribute
Plugged-in Train Master
The Train Master in photos
The man named George

SEPTEMBER 1973
Erie Mining
25th motive power survey
Photo Section
UP in the Blue Mountains

OCTOBER 1973
Clodfelter's favorite photos
Bullet Train revisited
Pennsylvania's 4-6-0
How much moves on PC

NOVEMBER 1973
How dieseldom began 1
Smallest common carrier
Duluth Union Depot
Photo Section

DECEMBER 1973
How dieseldom began: 2
6623 miles with Amtrak
Photo Section
Boston & Maine art

JANUARY 1974
How dieseldom began 3
Diesel catalog for '74
Amtrak's French turbo
Wreck on the GR&I

MARCH 1974
The story of the DW&P
About Kennecott Copper
IC 9109 to 8109
Photo Section

JUNE 1974
Steam scrapped too soon?
Amtrak news map
Fallen Flags – 3
Railroad News Photos

SEPTEMBER 1974
Steinheimer's Cajon
Train orders at Summit
Worth Valley 0-6-0T
Just playing with trains?

OCTOBER 1974
C&NW's diesel dilemma
Black Mesa & Lake Powell
Southern's varnish
Photo Section

NOVEMBER 1974
Firing B&O's Diplomat
Penn Central extra board
Robert M. Hanft photos
The Centurys didn't pass

DECEMBER 1974
Amtrak: How Much Money?
Feller needed a friend
Not on your highway map
Photo Section

JANUARY 1975
IC's City of Miami
Great Lakes car ferries
Used (passenger) cars
Britain's Freightliner

FEBRUARY 1975
Morgan revisits FEC
Was there a super 4-8-4?
Baldwin diesel wanderer
Photo Section

MARCH 1975
CN under catenary
Pulpwood and profits
Riding a PRR K4
Locomotive quiz

APRIL 1975
Bill Witbeck's south
Clearwater train-watching
Benson and the Zephyr
Bidirectional Baldwins

MAY 1975
Grand Central Terminal
The Jamaican 4-8-0
PRR 44-tonner vs. 0-4-0
Geep fan trip

JUNE 1975
The Alco FA story: 1
Tower duty on the IC
NYC's H-10 2-8-2
Photo Section

JULY 1975
The Alco FA story 2
Morgan in Britain
SP&S FA finale
Rock Island bye-bye

AUGUST 1975
An all-steam issue
featuring Lloyd Stagner's
opus on AT&SF's 2-10-4's
John S. Reed comment

SEPTEMBER 1975
Amtrak travels
Never-built locomotives
Pennsy P5 P5a electrics
Photo Section

DECEMBER 1975
Amtrak power survey
China by train
Photo Section
Westinghouse Air Brake: 2

JANUARY 1976
Lonely Canadian 4-8-4's
Amtrak on May 1, 1975
Westinghouse Air Brake: 3
Photo Section

FEBRUARY 1976
Ins-and-outs of slack
Buffalo Terminal
When 8444 failed
NYO&W track gang

MARCH 1976
Fighting snow
Double-track train
Finding the final FT's
Amtrak travelogue

APRIL 1976
Southern's Rathole
Trains for tomorrow
Photo Section
Lloyd Arkinstall recall

MAY 1976
Morgan's L&N memories
Clairvoyance in Cajon
Ware Shoals short line
Gresley vs. Gas Works

JUNE 1976
Moedinger rides again
Concept S/R 4-5-0-1
Krauss-Maffei on NYC
Photo Section

AUGUST 1976
Next-generation technology
Daybreak at La Grange
Photo Section
Chicago commuters

SEPTEMBER 1976
SR steam man Bill Purdie
ICG's Paducah shop
Henry Ford's electric
Photo Section

OCTOBER 1976
Amtrak UA turbo trip
UK steam extravaganza
Photo Section
Michigan short lines

NOVEMBER 1976
Amtrak rail pass, Part 1
SCL's AB&C going strong
Photo Section
SP 5 days, 52 weeks

DECEMBER 1976
Moedinger recalls
Rail pass test, Part 2
Wintry Photo Section
Concord & Montreal poetry

JANUARY 1977
Steinheimer's Tehachapi
Monsters of Mingo Junction
Honeymoon Special
South African stall

FEBRUARY 1977
Lima's portraitist
Train Master retirement
Chinese-built steam
Photo Section

MARCH 1977
Train that takes a barge
How to build a DL109
Lloyd Arkinstall's Pennsy
Bicentennial finale

APRIL 1977
About ex-Reading 2102
Piggyback/Portager 1
Love those diesels
Photo Section

MAY 1977
New Zealand slim gauge
Piggyback/Portager: 2
T&P's Queen
Selected railroad verse

JUNE 1977
Did 4449 equal two E8's?
L&N's Loyall Alcos
Georgia Ten-Wheeler
Langdon on Conrail

JULY 1977
Hale's favorite photos
A special Lima Shay
Roundhouse night foreman
GG1 in the baggage room

AUGUST 1977
Stein's Mojave Crossing
Eastern Europe tribulations
Me and the City of LA
Washington rearrangement

SEPTEMBER 1977
Show time!
Great crash at Crush
Fair of the Iron Horse
Steamy 1939 World's Fair

OCTOBER 1977
29th motive power survey
Little Mack to paradise
NC&StL Morse memories
Would you believe it?

NOVEMBER 1977
RF&P. Blue-gray gateway
Stringham's favorite photos
MP assistant trainmaster
Southern F3's vs. 16 cars

DECEMBER 1977
Milwaukee Lionel in 1:1
ACL steam sleigh ride
Out with the track gang
Steinheimer at Dunsmuir

JANUARY 1978
Nevada railroading (including Amtrak, SP, UP, WP, V&T, and D&RGW) through the lens of Ted Benson.

FEBRUARY 1978
T&P's 2-10-4's
610's dynamometer test
Trains of Taiwan: 1, 2
CRR's mountain machine

MARCH 1978
9900 tons on the GM&O
St. Louis Union Station
Milwaukee Road's steepest
Selected railroad verse

APRIL 1978
Pins cushions
Car counting on FEC
Australian doodlebug: 1
Photo Section

MAY 1978
Winans, Pullman, etc.
Bachman's Bellows Falls
Australian doodlebug 2
Wreck of L&N 1881

JUNE 1978
Tracks without trains
Jacksonville Terminal
One man's genesis
Photo Section

JULY 1978
Covered wagon roundup
CB&Q Photo Section
Good day on the Reading
Burlington (Northern) 9900

AUGUST 1978
Baldwin Sharks survive
Detroit's last depot: 1
Joe Sadler photos
On the verge of VIA

SEPTEMBER 1978
Detroit's last depot: 2
The box car craze
New Jersey suburbans
Elesco elan

OCTOBER 1978
MP's poppet-valve Pacific
Victor Hand photos
Delmarva short lines
2-10-4/E8/GG1 together

NOVEMBER 1978
WP's final four F's
30th motive power survey
Making of a train-watcher
Drury samples Amtrak

DECEMBER 1978
Paean to the Ps-4
Le Massena's Lackawanna
Snowy Photo Section
Last of a breed

JANUARY 1979
The E7 experience
Railroads share track
Southern hospitality
Chessie at Tuckahoe

FEBRUARY 1979
Flight of C&NW's Falcon
N&W's nomad Mountains: 1
Selected railroad verse
Photo Section

MARCH 1979
Ohio's robot railroad
N&W's nomad Mountains: 2
Morgan and Chessie 2101
A day on Conrail

APRIL 1979
Diesel from D to L: 1
Wayne Leeman's cabooses
Wausau's diesel wonders
Southern in the streets

MAY 1979
Diesel from D to L: 2
LIRR G5 unorthodoxy
On watching trains
Baldwins of Upper Pine

JUNE 1979
Diesel from D to L: 3
Milwaukee in the west
Steffee's speed survey
Superliner high points

JULY 1979
Diesel from D to L: 4
Canadian 4-6-4 to Dixie
NYNH&H FAs in color
Selected railroad verse

AUGUST 1979
The KCS story 1
Seaboard's 2-6+6-4
Railroad reading
Photo Section

SEPTEMBER 1979
The KCS story 2
Ride a troop train
Rare diesels in color
The timeless scene

OCTOBER 1979
Pennsylvania's 4-8-2's: 1
Britain's HST record run
Does steam talk to diesel?
Photo Section

NOVEMBER 1979
Pennsy 4-8-2's 2
31st motive power survey
Pere Marquette streamliner
Photo Section

DECEMBER 1979
Grif Teller's trains
Drury travels Canada
Is O'Hare open?
Winter Photo Section

JANUARY 1980
MILW Fairbanks farewell
Photos of Warren McGee
B&O's Sand Patch revisited
Driving wheel quiz

FEBRUARY 1980
How to fire old 97
CP, CN in the snow
The last great RS3 fleet
Photo Section

MARCH 1980
The diesel drafted in WWII
Signal tests: art & rationale
Remember the Ramon
An interurban afloat

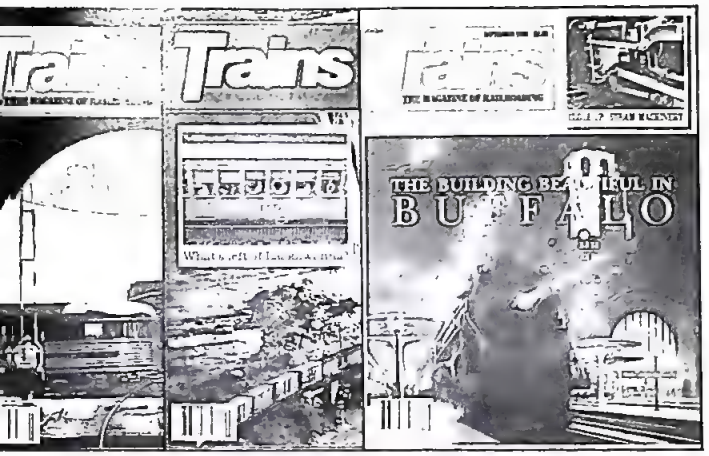
APRIL 1980
Army Alcos: 2
Floridian farewell
A page out of Life
The ageless GP30

MAY 1980
Born again Berk, NKP 765
What happened to WM: 1
Benson on the RGZ
Middleton in Kowloon

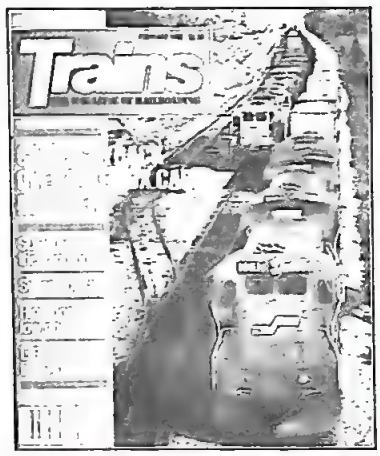
JUNE 1980
What happened to WM: 2
Longest tangent in U. S.
Preston George photos
Would you believe it?

JULY 1980
Dispatching on the Rock
Long-legged locomotives
Canada train-watching
Orders at Parsons

AUGUST 1980
Boston & Maine story: 1
1938 6000-mile railfan tour
Bachman on the CP
Photo Section



Buy 6 or more copies and get 1 FREE!



SEPTEMBER 1980
Boston & Maine story 2
How Milwaukee went home
Crab Orchard & Egyptian
Forty minutes in Massillon

OCTOBER 1980
Australia's whispering 4-8-4
32nd motive power survey
NYC's Norwalk Branch
Photo Section

NOVEMBER 1980
Missabe articulation
Delivering EMD's F's
All-color Photo Section
Varnish crossword puzzle

DECEMBER 1980
Englewood recollections
Winter in Ontario
Harrisburg GG1 farewell
The motorman

JANUARY 1981
Conrail: 1
24 hours on the Frisco
Super Chief art
Paul Reistrup remembers

FEBRUARY 1981
Passing through Europe 1
Conrail: 2
Lament for the O&W
Photo Section

MARCH 1981
Passing through Europe 2
Rock Island's 4-8-4's
Amtrak: two critiques
Bangor & Aroostook color

APRIL 1981
Passing through Europe: 3
The train they call Sprint
It's the pits
Photos of John B. Allen

MAY 1981
Passing through Europe. 4
Illinois Terminal 1
Railroad reading
Photo Section

JUNE 1981
Informal look at Lima
South African boat train
New Zealand 2-4+4-2
Illinois Terminal: 2

JULY 1981
Pittsburgh & Lake Erie
A man and his fan trips
Crane on Conrail
Inside electric cabs

AUGUST 1981
Sacramento Railfair
Detroit & Mackinac
Utah Railway revisited
C&NW's Alco congregation

SEPTEMBER 1981
New Haven's I-5 4-6-4
Weekend before Amtrak
MoPac mud hop
Railroading underground

OCTOBER 1981
Railroad reading
Seattle & North Coast
Union Ave., Chicago
Japanese steam returns

NOVEMBER 1981
Off the Boise bench
All aboard in Brazil
Listening in
Photo Section

FEBRUARY 1982
The River Line 2
Milwaukee Road map
Railroad reading
Photo Section

MARCH 1982
NP's 2-8+8-4 1
Drury's travels
All-color Photo Section
No fault in Flora

APRIL 1982
NP's 2-8+8-4 2
John W. Maxwell photos
Auto-Train farewell
Women in railroading

MAY 1982
Baldwin's Centipede
Malayan passage 1
Photo Section
Rerail a 2-8+8-2

JUNE 1982
Omaha brass pounder
Photos of Otto Perry
Malayan passage 2
Labor protection?

JULY 1982
Chattahoochee Industrial
Selected railroad verse
Ohio Locomotive Crane
Pennsy 2-10-4 art

AUGUST 1982
Designing Superliner
A Buena Vista story
U25B Biography 1
A difference of decades

SEPTEMBER 1982
Katy in land of megamergers
U25B Biography 2
Great 24-hour fan trip
Photo section

OCTOBER 1982
C&G: Back to the people
Electroliner Legend: 1
British Rail vs. Mrs. Thatcher
A wreckmaster's moon

DECEMBER 1982
C&S ride to Leadville
Santa Fe appreciation
Lady and the Pennsy
New Haven 4-8-2 art

JANUARY 1983
New Diesels, Old Pullmans
Pulling the Air on 99
Green Flags for Emotion
Color Photo Section

FEBRUARY 1983
ICG's Fulton Triangle
Drury in Mexico 2
All about rail
Remote control diesels

MARCH 1983
Rock Island's final hours
Haswell on Rock's varnish
Rock Island map
Rock Island reborn

APRIL 1983
Little Rivers 4-6-2
Poster that became legend
B&O's CT&V Subdivision
AC&Y mixed train farewell

MAY 1983
Alco diesels of Canada 1
Steamers in Cuba
New Haven diesel diversity
L&N's nomadic Alco C430

JULY 1983
Alco diesels of Canada 3
3-piece freight car truck 1
Weather vs. D&RGW, SP
Terrell Dickey's photos

AUGUST 1983
SP's broken Jawbone
3-piece freight car truck 2
A British national railway?
Appointment with SR&RL 6

SEPTEMBER 1983
The FL9, 27 years later
The resuscitated Rogers
On-Time Tyner: 1
Photo Section

OCTOBER 1983
Case for the Clinchfield
U.S. commuter roundup
On-Time Tyner 2
Photo Section

NOVEMBER 1983
35th motive power survey
WM's I-2 2-10-0's
Photos of L.C. McClure
Drury's Ontario weekend

DECEMBER 1983
Rio Grande Zephyr adios
Philly's Broad St. Station
3 seasons of the Builder
Good golly, Miss Dolly

JANUARY 1984
The Executive E
Fallen Flags – 4
Departed River Queens
That which we call steam

FEBRUARY 1984
A Monon Memoir
Favorite A.E. Brown photos
YVT: An affectionate look
Railfanning in Hindustan

MARCH 1984
Jersey Central Lines 2000
Indiana's Fairtain '83
A man and his tower
Strange story of S class

APRIL 1984
Champion in dairyland
Santa Fe's Middle Division
Cumberland capers
Photo Section

MAY 1984
Those Sedalia 4-8-4's
Tales of Alton 2-6-0's
Stephenson, Southern, etc.
Thrills of the cab

JUNE 1984
Abingdon branch accolade
Early Erie FT encounters
Been to Mexico lately?
Photo section

JULY 1984
Uniquely UP
Nothing to crow about
The elongated E&LS
Motors minus prime movers

SEPTEMBER 1984
Route of Charging Buffalo
ACR Tourists and tonnage
Selected railroad reading
Bantamweight Berkshire

OCTOBER 1984
A Daylight like no other
Mallets to Jawn Henry
Thanks Ruth
Wet Rock, Dry Rock, SBD

NOVEMBER 1984
36th motive power survey
Southern's Saluda
Chicago stations
Built at Brewster

DECEMBER 1984
Winter Photo Section
Destreamlined steam
A Christmas fable
Riding the rails

JANUARY 1985
CR's mountain railroad
Strange-nosed Alcos
Drury on train-watching
Photo Section

FEBRUARY 1985
Ft. Worth's Tower 55
50 years of fan trips
Ugly steam nominations
The "Hill" on SP

MARCH 1985
Westcott's color
Amtrak's corridor
CR in Canada
Bridge that balked

APRIL 1985
Alcos in Spain and Portugal, Part 1
Color Photo Section
CN diesel 1027

MAY 1985
F's on the L&NW
Alcos in Spain and Portugal, Part 2
The garbage train

JUNE 1985
Santa Fe's Blue Goose
TH&B's 2-8-4's
Reading Mikados
New Zealand's K88

JULY 1985
The unknown Rio Grande
What's left of DL&W 1
Selected railroad reading
Steam in South Georgia

AUGUST 1985
L&N's switchback
Color Photo Section
Baldwin's 50,000th
What's left of DL&W: 2

SEPTEMBER 1985
Buffalo Terminal: 1
Amtrak at Hammond
FM diesel finale
Farewell, caboose

OCTOBER 1985
37th motive power survey
Weirton Steel Alcos
Buffalo Terminal 2
Color Photo Section

NOVEMBER 1985
TRAINS 45th anniversary issue celebrates railroading in Canada

DECEMBER 1985
All-American NP
Bachman in Seattle
Rare paintings of CRI&P, C&NW, RGS
Selected railroad reading

JANUARY 1986
Amtrak in the black?
Diesels on the NYC
Piggyback on the CGW
Color Photo Section

FEBRUARY 1986
Drury in Switzerland 1
LIRR steam in 1941
Morgan on diesels
A look at piggyback

MARCH 1986
Drury in Switzerland 2
The Indiana Harbor Belt
An FM showcase
Selected railroad reading

APRIL 1986
Iowa, 1911 to date
Last steam-road trolley
Iowa's Culver Tower
Color Photo Section

MAY 1986
Fate of L&N Pacific 152
The backyard mechanics
Amtrak Success or oblivion?
The extraordinary Super C

JUNE 1986
The Guilford spectrum
Big engine, tight fit
West of the divide
Color Photo Section

JULY 1986
Sunset on the Sunset Route
Espee and passengers
Espee's sandy satellites
Coast Line after the Daylight

AUGUST 1986
Jack Haley and CC crew
Freight trains in Europe
Mixed to Alaska or bust
PRR Birthday 140?

SEPTEMBER 1986
Catenary to the coast
Streamliner to Sabetha
Perpetuating Pennsy
Color Photo Section

OCTOBER 1986
Trains of China 1
Tale of Twin Cities
Conrail Blues
Selected Railroad Reading

NOVEMBER 1986
Trains of China 2
38th motive power survey
Color Photo Section
Farewell to train orders

DECEMBER 1986
Fogg's 400
Winter on Sherman Hill
Montreal for Christmas
Rail commuting in Canada

JANUARY 1987
Super snowblower
Mansions on Rails
Where CSX goes to sea
The Tex Mex Express

FEBRUARY 1987
Thirty years of 4-8-4's
Prairie Mallets
Missouri Berkshires
Short shrift for switchers

MARCH 1987
FM Against the Odds – 1
EMD in Britain
Once Upon a Time
Photo Section

MAY 1987
Arizona Divide
Magic at Morro Grande
Follow that Ford
Bridge over River Wabash

JUNE 1987
BN's One-Way Railroad – 1
Selkirk to Connaught
Princeton Branch
Anatomy of an Accident

JULY 1987
BN's One-Way Railroad – 2
RI's Mountain Railroad
Select Railroad Reading
Worthy Untouchable

ALL COPIES: $2.50 EACH
MINIMUM ORDER: 2 copies

ON ORDERS OF 6 OR MORE COPIES, SELECT YOUR FREE COPY AND MARK "FREE" BESIDE IT ON YOUR ORDER.

To order, use the Kalmbach order form bound in this magazine, or send to Kalmbach Publishing Co., 1027 N. 7th St., Milwaukee, WI 53233. On all orders include for postage and handling: U.S., $1; foreign $1.50. Wisconsin residents add 5% sales tax.

Quantities limited. Please indicate two alternate choices when making your selections.

Stephans' Railroad Directory
Complete Index of
Model Railroader* & *Trains
SEND FOR SAMPLE PAGES AND FULL DETAILS
TIOGA PUBLICATIONS 101S NORTH FENTON RD
CHENANGO FORKS, NY 13746

CATENARY VIDEO PRODUCTIONS
PRESENTS

SACRAMENTO NORTHERN

America's Most Scenic Interurban!
Passenger and freight operations on this legendary 182-mile line from the Bay Area to Chico, plus Woodland and Colusa Branches.

Through hills, canyons, and a tunnel; across bridges, plains, and an electrified carferry, as recorded by the 16mm cameras of famed cinematographers Art Alter and Chuck Savage.

In *1940*, in *color*, in-*depth*, in-*credible!*

* * * * *

AVAILABLE IN SEPTEMBER. 72 MIN., COLOR. NARRATION + SOUND. VHS OR BETA $69.95

San Francisco Bay Area Rail Transit Retrospective

Pre-war color views of San Francisco Bay's distinctive systems, their decline and replacement by today's BART. Includes scenes of SN, IER, Key, NWP, MS Ry & more

* * * * *

AVAILABLE NOW. 27 MIN., COLOR, NARRATION + MUSIC. VHS OR BETA $34.95 SEND #10 SSAE FOR DETAILS.

Vintage Video
PO Box 15185
San Francisco, Ca. 94115

CABOOSE FOR SALE!

Own an original all wood caboose! The caboose is approximately 34' long x 9' wide x 15' high, and weighs near 20 tons. The caboose has a new paint job, but some interior restoration work is required. Attract more customers to your business place with this wonderful conversation piece, or use the caboose as a fun guest home! Best offer.

HALL MANAGEMENT COMPANY
4150 N. Lexington Avenue
Shoreview, MN 55126
(612) 484-3820

Continued from page 61

- ☐ New England
- ☐ Northeast Trunk (as practiced by Conrail, NYC, Pennsy, Erie Lackawanna, Lehigh Valley, Reading)
- ☐ Pocahontas/Mountain (as on N&W, C&O, B&O, Clinchfield)
- ☐ Atlantic Shore (in the style of RF&P, Seaboard, Coast Line, Florida East Coast)
- ☐ Southeast Trunk (like Southern, L&N)
- ☐ South Central/Gulf Trunk (exemplified by Katy, KCS, Frisco, MoPac)
- ☐ Midwest Great Lakes (as on Wabash, Nickel Plate, Grand Trunk Western, DT&I)
- ☐ Midwest Mining (Missabe Road, LS&I, Bessemer)
- ☐ Midwest Granger (as found on Burlington, Rock Island, C&NW, Soo)
- ☐ Northwest/Northern Tier (in the image of GN, NP, Milwaukee)
- ☐ West-Southwest Trunk (WP, UP, Santa Fe, Espee)
- ☐ Colorado
- ☐ California
- ☐ Short lines
- ☐ Logging
- ☐ Passenger
- ☐ Narrow gauge
- ☐ Canadian
- ☐ Foreign
- ☐ None of the above
- ☐ I can't narrow it to one style

Remember, vote early but only once, and give our secretary Ellen a break—please vote for only one category, and only on a postcard (thus, it costs just 14 cents postage to participate)—a mere mention of this in a letter about something else will not get tabulated. Note that we have no line marked "other" to fill in—you'll have to choose "none of the above." We don't need your name, but we would like two other facts: (1) Your state of residence (or Canadian province, or country, if outside U.S. and Canada); and (2) whether or not you're a model railroader—just a Yes, or No, please.

Associate Editor Kevin Keefe, who seconded the motion on the above categorical breakdown (and who promises not to have friends stuff the ballot box with Midwest Great Lakes entries), will be in charge of

LGB Model Railroad Club of America
9th Annual Convention
August 4 — 6, 1987
(Unicoi) State Park and Conference Center
Helen, Georgia
Information:
Jack Harless Conv. Chr.
412 Todd Circle
Warner Robins, Ga. 31088
912-923-5395

Collectors !

Hand cast resin plaques from molds cast off of originals. Look and feel like the real thing. Ready to hang. **Pennsylvania Railroad** 13" × 14" red and gold $19.95. **Hiawatha** 19" × 12" aluminum finish; HI-$19.95. **Baldwin 9** Number plate 14" × ⅜" (depth). Bronze finish; B-9-$19.95. Painted red and antiqued; B9A-$24.95. Wisconsin residents add 5% sales tax. Add $3 postage and handling for each order. Send check or money order and write or call with MasterCard/Visa number for same day shipment.

ML LABS
4189 N. Port Washington Rd.
Milwaukee, WI 53212
(414) 372-4330

•Canadian Railway Books & Videos•

Our new releases:
Canadian Railway Videos
by Adolf and Okan Hungry Wolf

#2: From the rockies to the prairies on VIA's "Canadian." Prairie Dog Central's X-CT 4-4-0. Plus GWWD, Canada's unique shortline. Cab rides, pacing scenes, antique equipment.

#3: VIA Rail's "Canadian" from Winnipeg to Toronto. FP9's, Alco FPA's and GO Transit. Montreal's commuter trains and Windsor Station with Omer Lavallee.

#4: Montreal to North Bay on VIA's "Canadian." Cab rides on an Alco FPA. Ontario Northland to James Bay via unique "Northlander" and the mixed train. Moose loading, cab rides. Then travel the scenic Algoma Central's wilderness trains. Fall colors.

$39.95 for approximately 60 minutes each. Color and sound edited. $2.50 extra for insured First Class shipping.

Also new:

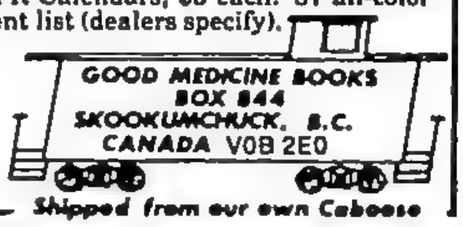
• 1988 Canadian Railway Scenes All Colour Calendar •

Photos by James A. Brown, Carl Gay, Adolf Hungry Wolf, Nicholas Morant, and Mavis Stuckey. **$9.95 postpaid.**

Canadian Railway Scenes No. 3 $9.95 and Canadian Railway Videos No. 1 $39.95 *(both feature Steam Expo plus "Trans-Canada Limited" and more).*

Also Canadian Railway Scenes No. 1 $9.95, No. 2 $17.95. '84, '85 and '86 CPR Calendars, $3 each. '87 all-color $6. Write for current list (dealers specify).

Orders from outside Canada, pay in U.S. funds.



Shipped from our own Caboose

16mm COLOR MOVIE COLLECTION FOR SALE!
UNION PACIFIC and SOUTHERN PACIFIC in the 1950's

U.P. steam on Wahsatch and Sherman; Nebraska mixed with 2-8-0; FEF's and Challengers; Big Boys and small steam in Colorado. About 800 feet.

S.P. Coast Daylight in steam; cab-forwards, 4-8-2's, 2-8-0's, "Black Widows," narrow gauge. Workaday action and a few fan trips all over California. About 2800 feet.

Camera original Kodachrome made with Bell & Howell 70 D-L cameras with good lenses. Well lighted, steady runbys, long takes. Few pans and no zooms.

To be sold by mail auction. All bids must be in by October 1, 1987. For more details and bid sheets, write to:

STAN KISTLER
P.O. Box 977
Grass Valley, CA 95945

ECHOES DOWN THE CANYON
A WESTERN PACIFIC JOURNAL: 1968-1986
BY TED BENSON

A great railroad photojournalist offers his personal experiences of the Western Pacific in a beautiful volume of his writings and photographs. With 131 salon-quality black & white prints, elegant text and superb printing, this 64-page hardbound book features the entire system prior to its merger into Union Pacific as well as the summer of 1984 when DDA40X's were hustling traffic over UP's new Feather River Division.

Don't miss this opportunity to buy one of the finest railroad books you'll ever see! **$24.95**

Postpaid to the U.S.—For shipment to other countries add $2.00 postage and handling. (U.S. funds only). California residents must add State & Local Sales Tax.

WESTRAIL PUBLICATIONS
P.O. BOX 300
GLENDORA, CA 91740

UNION PACIFIC RAILROAD

WANTED

UNION PACIFIC FILM

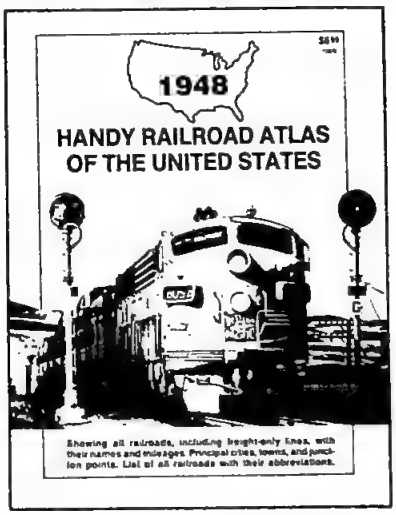
YOUR HELP IS NEEDED IN PRODUCING A DOCUMENTARY ON UNION PACIFIC LOCOMOTIVES

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

CONTACT
BILL LAMBERT/VIDEO RAILS
P.O. BOX 80001
SAN DIEGO, CA 92138
619-581-2776

NOW AVAILABLE FROM KALMBACH

A reprint of the 1948 HANDY RAILROAD ATLAS OF THE UNITED STATES!



$6.95
#12076

1948: It was a time of great railroad strength and diversity, shortly before the dawn of the modern merger era. And now, Kalmbach recalls that era with a faithful reprint of Rand McNally's 1948 HANDY RAILROAD ATLAS OF THE UNITED STATES. In 52 pages, you'll find comprehensive state maps showing all railroads (including freight-only lines) with their names and mileages, plus a list of railroad abbreviations used. You'll rediscover an era when ACL, NYC, PRR, NYNH&H, MP, GN, WP, et al., still stretched steel rails across America!

To order, use the Kalmbach order form bound in this magazine, or send to Kalmbach Publishing Co., 1027 N. 7th St., Milwaukee, WI 53233. Include for postage and handling: U. S., $1; foreign $1.50. Wisconsin residents add 5% sales tax.

CANADIAN CLASSICS
from GREG SCHOLL VIDEO PRODUCTIONS

SNOW PLOW
With CN F7's
52 minutes
$49.95

● SNOW PLOW WITH CN F7's - Watch the snow fly as a pair of Canadian National F7A's power the Snow Plow for 3 separate days in February 1987 from Stratford, Ontario. Also the same F's work the local freight another day. See how a plow operates, and rerailing plow after derail. 52 min..... $49.95.

F-UNITS
Winter In Canada
57 minutes
$49.95

● F-UNITS WINTER IN CANADA - February 1987 in Eastern Ontario and Quebec, with variety of power concentrating on VIA FP9's, FPA4's, Montreal Commuter F7's and Ontario Northland F7's during bitter cold weather. Also new FP40's, and variety of other freight and passenger. Temperatures to -35 below but clear. 57 min..... $49.95

BCR STEAM
With 2860 & 3716
41 minutes
$39.95

● BCR STEAM WITH 2860 and 3716 - 1986 action features both 4-6-4 (Royal Hudson) #2860 and 2-8-0 #3716 each working the train to Squamish on the British Columbia Railway. Superb coastal and mountain scenery of Western Canada are the backdrop for one of the worlds greatest standard gauge steam runs. 41 min. ... $39.95

For First Class Mail and CANADA orders add $2.00 for 1 or 2 tapes (3 tapes $4.00). Otherwise U.S. orders sent Third Class. Prompt and courteous service. State VHS or Beta Format. **Mastercard** *and* **Visa** *Accepted. Call or write today with your order. Free catalog available. Don't miss out!*

GREG SCHOLL VIDEO PRODUCTIONS
P.O. Box 123-T9
BATAVIA, OHIO 45103
(513) 732-0660

CRIPPLE CREEK & VICTOR NARROW GAUGE RAILROAD

An authentic coal-burning (narrow gauge) steam engine type 0-4-0

An exciting journey on the CC & V RR is a scenic adventure into yesteryear - backward in time to the lusty pioneer era. It's a spectacular trip of beautiful colors and fascinating experiences. . .the old steam engine with its pillaring smoke, sounds of steam and working steel. . .all the effects familiar to the hardy miners who rode the old Midland Terminal roadbed when Cripple Creek population approached 50,000.

Departs approximately every 45 minutes from Cripple Creek Museum, the old Midland Terminal Depot, located at the head of Bennett Ave. The whole family will find this train ride, and the history that goes with it, a most enjoyable experience.

Write for Free Folder, P.O. Box 459-T
CRIPPLE CREEK, COLORADO 80813

Vanderbilt University: Gerald Holly.

FOR $1 million, his name was adopted.

sorting out the results. Send your vote, state, and model railroader designation on a *postcard* to Editorial Department, TRAINS Magazine, 1027 N. 7th St., Milwaukee, WI 53233.

HOW MANY railroad leaders have statues erected in their honor? The photo of the monument to Tennessee Central's Jere Baxter at the Nashville grade school named for him [page 41] piqued the curiosity of the Editor Emeritus, who knew of another in the same city, of Cornelius Vanderbilt at the university which changed its name (from Central) in 1873 after the Commodore's

PASSENGER CAR SALE

• Chair Cars • Baggage Cars
Heavy or Lightweight
• Business Cars • Cabooses
• (LW) RPO Cars • Diners • Dorm Cars
23 To Choose From
JONATHAN WOOD
1923 N.W. 42nd
Okla. City, OK 73118 • (405) 848-6800

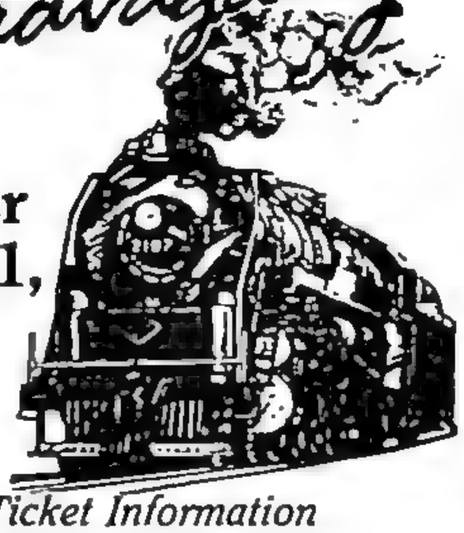
TROLLEY MOVIES

on video cassettes New 2nd edition catalog listing over 50 new and rare traction titles on VHS or Beta. $ .22 stamps for list
TRACTION
P.O. BOX 267
POMONA, CA 91769

THE KD LINE by P.L. Behrens is a new hardcover book covering the history of C&NW's Kenosha, Wis., to Rockford, Ill., line from 1853 to the present. 180-plus pages, illustrated with photos, maps, and timetable reproductions. $18.50 postpaid per copy. Illinois residents add 6% sales tax. Order from P.L. Behrens, P.O. Box 173, Hebron, IL 60034.

ORIGINAL COLOR SLIDES
FALLEN FLAG ROADS . . .
. . . plus extinct units color schemes on existing roads. New list every two months which includes ATSF, ACL, B&O, CNR, CPR, C of GA, CNJ, C&O, CB&Q,C&EI, CGW, CMStP&P, C&NW, CRI&P, D&RGW, EJ&E, E-L, GTW, GN, GB&W, GM&O, IC, IT, KCS, LV, L&N, MKT, MP, MONON, NH, NYC, NP, PRR, PC, RDG, SLSF, SAL, SOO, SP, SP&S, UP, WABASH, WM, WP, etc. Diesels, plus a few electrics, and some shortlines, too! Many interesting units including PA, FA, Shark, E, F,C-Liner, Erie-built, TM models. List for LSSAE.
R. R. WALLIN
P. O. Box 1784 Springfield, IL 62705

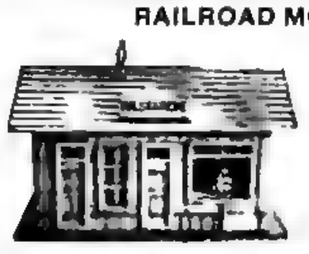
BLUE MOUNTAIN & READING RAILROAD
—presents—
FALL FOLIAGE *Extravaganza*



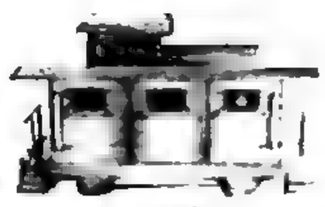
October 10 & 11, 1987

For Ticket Information Call or Write
BLUE MOUNTAIN & READING RAILROAD
P.O. BOX 425
HAMBURG, PA 19526
(215) 562-4083

CHICAGO KID ENTERPRISES
P.O. BOX 529
DEERFIELD, IL 60015
GREAT GIFT IDEAS
RAILROAD MOTIF MUSIC BOXES



PLAYS
JOHN HENRY
6¾ x 4½ x 5
ANIMATED CLERK



PLAYS
THOSE WERE THE DAYS
6¾ x 2½ x 4¼
POLISHED BRASS RAILS

$19.95 EA + $2.00 shipping
VISA/MASTERCARD – ILL RES. ADD 6.5% TAX

THE
"CAB's EYE-VIEW"
inexpensive, HIGH-QUALITY, home VIDEO JOURNEYS

$15.00 SAN DIEGO TROLLEY • MIAMI Metrorail • PHILA Mkt-Frkd, W Chester, Palco • TORONTO Yonge Spadina • BUFFALO nRa
$20.00 BOSTON green, blue, orange • PHILA Norristown (P&W) • PORTLAND max
$25.00 AMTRAK n e c

VHS • BETA • VIDEO 8
and many more, similarly priced!
SEND S.A.S.E. TO:
CARSON HOME VIDEO
POST OFFICE BOX 42582
PHILADELPHIA, PA 19101

MONON
Tippecanoe

A full color lithograph of an original acrylic painting by Mike Danneman. It is the seventh in the series "Streamliners". The size is 12 x 16 and is limited to 1000 signed and numbered copies. The price is $12.50 per print. (Wisconsin residents add 5% sales tax.)

Mike Danneman Rail Art
14425 Woodland Place
Brookfield, WI 53005

Send _____ Monon Tippecanoe print(s) to:
Name _____
Address _____
City, State, Zip _____

RAILROADIANA

NESTLE'S RAILROADIANA since 1959

Listings for most major railroads, back issues of several rail magazines, timetables, maps, guides, technical data, guides, books, hardware, etc. I specialize in diversity. Listings for SSAE with a request you return same. Fair prices paid for rail material and I believe asked as well. **Nestle's Railroadiana, Box 105, Greenwich, NY 12834.**

WERE YOU AROUND WHEN THE GN, SP&S, NP, CB&Q, NYC, WP, PE, RI, & MILW. WERE ALIVE?
OUR CAMERAS WERE!
CATALOG $1.00
WEST COAST SLIDES
P.O. BOX 7189
SAN PEDRO, CALIF. 90733

ASSISTANT RAIL OPERATORS

If you would enjoy working and living on a railroad car while traveling throughout the country, then we want to talk with you about a position with Sperry Rail Service.

As an assistant operator you will be trained to locate flaws in the railroad track while living in a self-contained, fully equipped rail car. In addition to your paycheck, you will also receive a generous living allowance and, after two years of employment with Sperry Rail Service, you will receive a longevity bonus. There is no special educational requirement for this position, however, applicants must be willing to travel for extensive periods of time and get along well with others. Opportunities for advancement are available.

We offer a unique employment opportunity and an excellent benefits package. If interested, please call the Sperry Rail Recruiter collect at 203-796-5381 or 203-796-5010, or write to the Sperry Rail Recruiter at:

Sperry Rail Service
Recruiter
QUALCORP
Shelter Rock Road
Danbury, Connecticut 06810
EOE M/F/H/V

THE DURANGO TO SILVERTON NARROW GAUGE VIDEO

- The best of a 3 year collection of broadcast quality masters.
- Produced by the video crew working for the D & SNG.
- Two tapes. #1 aerials, close ups, yard activity. #2 includes above plus winter, car barn, roundhouse.

#1-$34.95	#2-$49.95
(30 min.)	(60 min.)

COD + $3.00 Visa/MC VHS PPD in U.S.

Western Audio-Visual
835 E. Second Avenue
Durango, Colorado 81301
(303) 247-1576

$1 million gift. David's wife Margaret, a Vandy alum, obtained this photo [page 66] of the statue from the school.

Up in the far corner of TRAINS' home state, in front of what is now Central Junior High School in Superior, Wis., is a statue with the bust of James J. Hill, Empire Builder, inscribed, "Erected in his honor and memory by Great Northern Railway associates and citizens of Superior, Wis."

While not a rail president, locomotive builder founder Matthias W. Baldwin was honored by two statues in Philadelphia, one at the Eddystone plant and one at city hall. There undoubtedly are, or were, others. If you can add to the list, send us name and location; there is no need to send photos, but if the inscription is unusual, please quote it. The inscription on the Baxter statue reads, "Jere Baxter 1852-1909. His genius conceived the Tennessee Central Railroad; his courage built it and made it the herald of a new era for the capital of his native state."

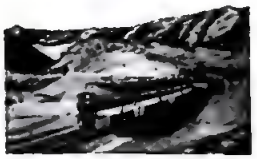
FURTHER to the Gulf, Mobile & Ohio living past its 1972 merger with Illinois Central in the form of unrepainted locomotives going to strange (IC) places or on strange things (stack trains), pictured last month in "Would You Believe It?" [page 43], Harry L. Dubas photographed the GM&O in, of all places, New Mexico. "I took three or four slides of units on a Southern Pacific train in Carrizozo, N.M., in April 1986. The day was overcast, I did not bother to take a train shot or a diesel consist shot. I settled for a front-coupled photo of GM&O GP35 628, ICG GP38-2 9571 [ex-GM&O], and a Cotton Belt 6600-series unit. Alas, there is no 'proof' that these were taken in New Mexico, *i.e.*, no landmarks or station signs in the picture,

Railway Club of North America

Computerized exchange for
Models Memorabilia Penpals Photographs Railfan visits
Comprehensive Club services
Quarterly newsletter – $2 for sample and photographs
8236 East 71st Street, Suite 193 TULSA, OK 74133

Southwestern Live Steamers, Inc. operating on 8 tracks (*7½" gauge*) in Texas, is accepting membership inquiries. Many large meets held each year. Club founded in 1972. For information write: Ed Leatherwood, Secretary, 910 North Post Oak, Dublin, TX 76446.

NEVER BEFORE OFFERED!
CALIFORNIA ZEPHYR



by Fogg
18" x 24"
$25.00 ppd.

"Silver & Gold Sunrise"

SUNSET LIMITED

by Eggleston
18" x 24"
$20.00 ppd.

750 of each print

Trackside Prints
P.O. Box 310898, Dept. T
New Braunfels, TX 78131-0898

RAILWAY VIDEO TRANSFER

Have your railroad memories - movies, slides, and photographs - professionally transferred to video tape.

Do away with the hassles of projectors, albums, and screens. It's as easy as watching T.V.!

For more information contact:

Railway Video Transfer
114 East Main Street
Harbor Springs, MI 49740-1510
616-526-5301
Dealer Inquiries Welcome

...a new series from M.F. Kotowski

"THE MIGHTY MALLETS"

SANTA FE's PASSENGER MALLETS

The 1399 tears across the California desert during its short heyday. This 4-4+6-2 was one of two high-drivered Mallets designed for speed. Rendered in full colour by Mike Kotowski the passenger Mallet is the 8th in a series of twelve illustrations depicting the Mallet in America. Start your MIGHTY MALLET collection now. Each 8¾ x 11 inch print is mounted on a 14 x 16 inch gray matt, ready for framing. Each illustration is signed and numbered by the artist. A brief history and signature certificate are included.

$19.95
California residents add 6% sales tax.
Send To:
M. F. KOTOWSKI RAILROAD ART
P.O. BOX 400
CAMPBELL, CA 95009

only the rails, a few trees and the locomotives."

Ken Ardinger of Port Orchard, Wash., put us onto this tale, and we saw Dubas's slides, but this might serve as a lesson to photographers to remember the history in the targets of their cameras. Today's common sight is tomorrow's rarity.

And before all of you come to the conclusion that you're going to start seeing GM&O wings proliferate in TRAINS under this editor in the manner that the L&N and Milwaukee rectangles did under the previous one, allow me to set one thing straight: No one did the GM&O more favors in this magazine in my tenure than one David P. Morgan, beginning with his touching "About That G In ICG" tribute in the lead editorial in October 1972 TRAINS, upon the merger of Ike Tigrett's and Glen Brock's road into the one I like to remember as Wayne Johnson's. With the sole exception of the 10th-anniversary (of the merger) all-GM&O "Photo Section" in September 1982 TRAINS, which I foisted upon the boss, every other GM&O feature entry, and most GM&O pictures, since 1972—Bill Smith's engine-service recalls; the cover photo to lead off Vern Smith's "The Diesel from D to L" series; Roger Holmes' recent RPO night photo—were at DPM's instigation.

J. David Ingles

P.S. According to a squib in the tabloid *Globe* sent to us by artist Gil Reid, a biomedical engineer at Tulane University, David Rice, "has found that cats purr at 26 cycles per second—the same frequency as an idling diesel." Question is, which diesel? I

A NAME LIKE A COCKTAIL

THE GREAT TRAINS OF AMERICA ARE BACK!

By GIL REID

All prints are in 4-color on 22" × 16" stock with margins all around, except the interurban prints which are on 12" × 15" stock. Each print is packed with a brochure in heavy mailing tube. Send a stamp for brochure only.

MARK THE PRINTS YOU WANT

- ☐ DAY BEFORE 112.5 MPH
- ☐ TEN-WHEELER TRADITION
- ☐ PENNSY PERFECTION
- ☐ 8.6 MILES FROM DESTINY
- ☐ NO. 1, OF COURSE
- ☐ ALMOST HOME
- ☐ RACE OF THE CENTURY
- ☐ QUEEN CITY QUIETUDE
- ☐ THE AMERICAN
- ☐ DAY EXPRESS DOUBLEHEADER
- ☐ THOSE NIGHT TRAINS
- ☐ UNION PACIFIC FLAGSHIP
- ☐ ROARING THROUGH RONDOUT
- ☐ CLASS D ON THE RUN
- ☐ A NAME LIKE A COCKTAIL
- ☐ PENNSY'S FINEST
- ☐ GRAY PLUS ORANGE AND RED
- ☐ CENTURIES PASS AT NIGHT
- ☐ BERKSHIRE AT MIDNIGHT
- ☐ THE SNUFF DIPPER
- ☐ INSULL INCITEMENT*
- ☐ JUICE VS. STEAM*
- ☐ FAST AS A PLANE*
- ☐ APPLE BLOSSOM TIME*

* Interurban print

Price U. S., Canada, Mexico $9.95 each, includes 3rd class postage (**Wisconsin $10.45 each** to cover tax). Add 50 cents more each print for 1st class mail. **Overseas $14.95 each,** includes air postage costs. U. S. orders send money order or check. **All orders outside U. S., send a postal money order only** in U. S. FUNDS. Please do not send checks or cash.

GIL REID, P.O. Box 251, Brookfield, WI 53005

Name _____

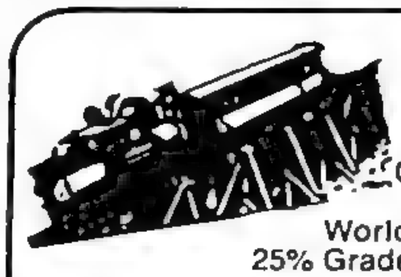
Address _____

City _____

State _____ Zip _____

Please check your zip code number

PENNSY'S FINEST



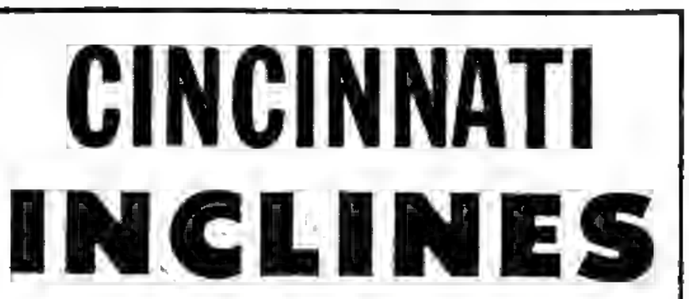
45 Min. VHS Video
Mt. Washington COG RAILWAY
Climb New England's Tallest Peak on the World's 1st Cog RR (1869)
25% Grade at 4 MPH to summit on Antique Steam Train
SEND _____ $34.95 Del.

GREENMOUNTAIN RR
70 MIN VHS OF 52 MILE VT. RR
RIDE IN CAB OF A GP9 THRU
ROCK CUTS & OVER TRESTLES
TO RUTLAND
SEND _____ $34.95 Del.
OR ORDER BOTH FOR $54.95

Kenson & Video
47 ARLENE AVE.
WILMINGTON, MA
01887
— RAILROAD ADVENTURES —

IF YOU COLLECT RR HARDWARE
YOU NEED KEY, LOCK AND LANTERN!
PUBLISHED QUARTERLY $19.00/YEAR.
$1.75 BRINGS SAMPLE ISSUE.
KEY, LOCK AND LANTERN, P.O. BOX 116, CONVENT STATION, NJ 07961

The magazine of buses and bus systems
BUS World
$10/year (4 issues)
$12/year in Canada
Sample copy: $3
P.O. Box 39-A,
Woodland Hills, CA 91365



CABOOSES FOR SALE
We have cabooses for sale, all in excellent operating condition, suitable for interchange Ideal for guest cabin, office, store, restaurant, or to operate on a railroad We deliver caboose for FREE anywhere on the Conrail, B&O/C&O, and ICG systems. Write for price list and availability FANTASIA TRAINS, Box 1199, Port Washington, N Y. 11050 516-883-1120

SEABOARD SYSTEM
RAILROAD OF THE SOUTH
by Paul Carleton is Ready!
This hard cover 208 page book is a photo/factual locomotive history of SBD and Family Lines power plus a look back to SCL, ACL, L&N, SAL units etc. including the first generation.
Maps and rosters help complete the picture.
$36.95 postpaid
D. CARLETON RAILBOOKS
P.O. Box 1827, Dunnellon, FL 32630

CINCINNATI INCLINES

These railways took streetcars and people up and down the hills.

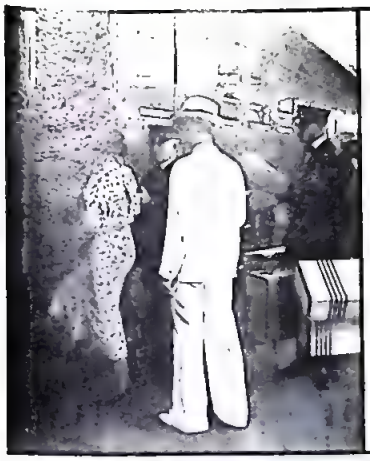
73 photos, maps, history in 48 page book $5.95 (in Ohio add sales tax).

TROLLEY TALK 59 Euclid Avenue Wyoming, Ohio 45215

NEXT MONTH

WHAT'S HAPPENED TO RAILROADING IN LOWER (AND UPPER) MICHIGAN IN THE LAST 10 YEARS; TENNESSEE CENTRAL AFTER ITS 1968 PARTITION; COLOR PHOTO SECTION; A VISIT TO THE Q LUNCH; BERKSHIRE AT DEEPWATER; FAREWELL TO M&NA

. . . IN OCTOBER TRAINS



Journey from railroad's golden age to the promise of the stars.

OPEN 7 DAYS

VIRGINIA MUSEUM OF TRANSPORTATION

Mon.-Sat. 10:00-5:00 Sunday Noon-5:00

Group Rates

703-342-5670
303 Norfolk Avenue
Roanoke, Virginia

GIFT SHOP . . . Featuring limited edition prints of N&W 1218 Steam Locomotive

EXITS 5 AND 6 OFF I-581 *Downtown Roanoke*

PCC cars

Last of a distinguished line of streetcars beginning with the horse car. See them all—in living color—in service in cities throughout North America. Over 100 full-color photos grace the pages of *The Colorful Streetcars We Rode*. $28 from Central Electric Railfans' Association, Box 503, Chicago, IL 60690. Illinois residents add $2.24 sales tax. CERA is an Illinois not-for-profit corporation.

Design Your Own Train

Design and operate train layouts on manual; record automatic operation sequences. Lots of scenery creation utilities. Pull-down menus, icons, 26 operating switches, 99 layout speeds, 4 independently controlled trains, 47 printers and 64 interface cards. Apple II+, IIe, IIc, IIgs, $49.95.

Run Your Own Train

The "flight simulation" program for *down-to-Earth* people puts you in the engineer's seat! Design, build, and operate your dream layout. Run from both the top view and the engineer's view. Apple II+, IIe, IIc, IIgs, $34.95.

(Ask about Welcome!)

Abracadata
the source of plan-making software

Dept TR
P.O. BOX 2440
EUGENE, OR 97402
(503) 342-3030

VISA/MasterCard

DESIGN YOUR OWN
TRAIN
The Train and Transit System Construction Set
DESIGN AND OPERATE YOUR OWN TRAIN LAYOUT
ALSO CREATE OPERATING TRANSIT SYSTEM (Bus, Train, Subway, Trolley) SIMULATIONS:
Abracadata

RUNNING EXTRA

Railfan Excursion Trips Only

Although every possible precaution is taken to ensure accuracy, TRAINS assumes no responsibility for errors in listing fan-trip schedules, which are subject to change without notice. Copy is due on the 25th of the month three months before the cover date (April 25 for the July issue, May 25 for the August issue, etc.). Insertions should be submitted in typed form and in TRAINS' style. Please specify whether times are Daylight or Standard. We reserve the right to edit undesirable copy or to refuse listing. Each insertion up to 10 lines (approximately 50 characters per line) $12.75 in advance; each additional line, $2.60; one 10-line insertion for 6 months $65. Make checks payable to TRAINS magazine, and address all correspondence to "Running Extra." Attn: Cathy Schnackenberg.

REGULARLY SCHEDULED

COLORADO

High Country Railroad operates daily 11 a.m. to sunset, from Memorial Day to Labor Day, at Heritage Square west of Denver, Colo. Weekends in October, weather permitting. The 2' gauge 0-4-0 steam Henschel crosses a 60' trestle and a 50' steel bridge as it pulls its train on a 1½-mile ride through scenic foothills. Shay and Hartmann locomotives will operate on special occasions. Location is 15 miles west of Denver on U. S. Highway 40, off Highway 6 or I-70. More information from HCR, Inc., 8556 Arapahoe Rd., Boulder, CO 80303.

ILLINOIS

Illinois Railway Museum at Union, McHenry County, Ill., is open daily from Memorial Day through Labor Day, and weekends September and October. Steam is operated weekends only May 17 through September 27, 1987, and daily August 1 through 9. Electric cars are operated all other times. Historic Diesel Week is August 10-15. Railfan Weekend is over Labor Day Weekend and includes a night photo session with Railfan & Railroad Editor Jim Boyd on September 5 and 6 only. Everybody welcome. Members Weekend on September 26-27. For recorded information call (312) 262-2266 or write for brochure to: Illinois Railway Museum, P.O. Box 431, Union, IL 60180.

IOWA

Boone & Scenic Valley Railroad announces several changes for 1987. Operating May 23 through November 1, 1987. New schedule departing daily at 1:30 p.m. Saturday, Sunday, and holidays at 11 a.m., 1:30 p.m., and 4 p.m., CDT. Longer 14-mile round trip into the scenic Des Moines River valley over former Ft. Dodge, Des Moines & Southern Railroad mainline, including 800' x 156' steel trestle and the Des Moines River bridge. Boone, home of C&NW Central Division, Kate Shelley high bridge, Mamie Eisenhower birthplace restoration, with fine dining, lodging and camping nearby. Free brochure, send SSAE to B&SV Railroad, P.O. Box 603, Boone, IA 50036. (515) 432-4249.

MASSACHUSETTS

Mystic Valley Railway Society, a non-profit corporation dedicated to educating the public on travel by rail in New England and the United States, runs interesting rail tours year-round. Regularly scheduled visits include Maine, New Hampshire, Hoosac Tunnel, Washington D. C., Colorado, California, and much more. Annual membership fee, (April 1 to March 31), $4. Membership includes our full-color New England railroading calendar. Write Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486, or call us 24 hours at (617) 361-4446.

MICHIGAN

Henry Ford Museum/Greenfield Village special event weekends in Dearborn, Mich., will be the destination for the four "Yes! Michigan 150 Train" overnight visits from Chicago, Ill., Niles, Mich., Kalamazoo, Mich., Albion, Mich., and Jackson, Mich., using Amtrak. Dates: Old Car Festival September 12-13, 1987, and Autumn Harvest Festival October 3-4, 1987. For more information send a LSSAE to Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068-0296.

MONTANA

The Izaak Walton Inn is for railfanning. Located on BN's main line 16 miles west of the Continental Divide, our Great Northern-built hotel provides delicious food, trackside rooms, a railroad bar, helper service, trestles, tunnels, and snowsheds. Glacier National Park, Marias Pass, unsurpassed photographic possibilities. Amtrak stop at Essex. Izaak Walton Inn, Box 653, Essex, MT 59916. (406) 888-5700.

NEBRASKA

Fremont & Elkhorn Valley Railroad of Fremont, Nebr. Nebraska's largest and longest steam excursion railroad. The 1942 2-8-0 Baldwin 1702 crosses the Mormon Trail and the beautiful Elkhorn River Valley on its 34-mile trek. Weekend service from April 18 through October 24 including holidays, Saturdays 11 a.m. and Sundays 2 p.m., CDT.

tember 7, 1987. For schedule or information call (402) 727-0615 or write FEVR, P.O. Box 939, Fremont, NE 68025. Send SSAE.

NEVADA

Nevada Northern Railway Historical Operating Museum now on display from May 18 through October 4, 1987. Steam, diesel, and electric engines, antique passenger, freight, and work equipment of one of the best preserved shortlines in North America. Features "The Ghost Train of Old Ely," an authentic steam passenger train dating from 1910. Excursions over historic Nevada Northern, only on the following dates: August 1-2, September 5-7, and 26-27, 1987. Details: Nevada Northern Railway, P.O. Box 40, East Ely, NV 89315. (702) 289-2085.

NEW HAMPSHIRE

Conway Scenic Railroad at North Conway offers a nostalgic 55-minute, 11-mile train ride through pretty countryside. Depart from one of America's most unique railroad stations, listed in the National Register of Historic Places. 112-year-old depot houses free museum. Roundhouse and turntable in daily operation. Active motive power includes 2-6-2 and 0-6-0 steam locomotives, as well as GE 44-tonner, Alco S4, and EMD F7 diesels. Maine Central 2-8-0 steamer on display. Daily, June 13 through October 25. Departures at 11 a.m., 1 p.m., 2:30 p.m., and 4 p.m. "Sunset Special" at 7 p.m., every Tuesday, Wednesday, Thursday, and Saturday during August. The village of North Conway in beautiful Mount Washington Valley offers many fine dining, lodging, camping, shopping, and recreational opportunities. Free brochure, send SSAE to Conway Scenic Railroad, P.O. Box 947T, North Conway, NH 03860. (603) 356-5251.

NEW YORK

Tioga Central Rail Excursions in New York's Finger Lakes region operates over former Lehigh Valley Auburn branch with a variety of historic locomotives and rolling stock. Forty-mile round trips Fridays and Saturdays at 7 p.m., with dining available (for reservations, call (607) 625-9917), Saturdays at 9 a.m., with breakfast. Eleven-mile round trips visit three museums Saturday and Sunday afternoons, May through November. Call for timetable and special events calendar. TCRE, R. D. 4, Box 4240, Route 38, Owego, NY 13827. (607) 642-5511.

OHIO

The Buckeye Central Scenic Railroad is a great old train. Located on U. S. 40 in central Ohio, the old Shawnee line runs between National Road and Newark, O. Passing through swamps, glacier heaves, scenic farmland, and over the Licking River. The regular season begins Memorial Day and continues every weekend until October 31, the BCS railroad leaves National Road station at 1 p.m. and 3 p.m., EST. The Buckeye Central also offers many charter runs and other special events. For more information write to: The Buckeye Central Scenic Railroad, P.O. Box 242, Newark, OH 43055. (614) 928-3827 or (614) 928-1309.

Indiana & Ohio Railroad offers regularly scheduled passenger train rides on ex-Pennsylvania trackage. Equipment used is an ex-CB&Q GP7 pulling ex-Lackawanna commuter cars. Trips depart 12 p.m., 2 p.m., and 4 p.m., every Saturday, Sunday, and holiday starting on May 23 and ending on November 1, 1987. Fares are $7 adult and $3.50 for children under 13. Trips start at Forest and Western avenues in Mason, O., (located 25 miles north of Cincinnati). Write to 11020 Reading Rd., Suite 501, Cincinnati, OH 45241. All times are EDT.

PENNSYLVANIA

Bellefonte Historical Railroad operates ex-New Haven RDC from beautifully restored PRR station in Bellefonte each weekend and holiday, Memorial Day through the end of September, 1987, over 40 route-miles in scenic and historic central Pennsylvania. Includes Pennsy Bald Eagle branch. Special holiday and fall foliage excursions. Charters available. LSSAE for brochure. Bellefonte Historical Railroad, The Train Station, Bellefonte, PA 16823.

Gettysburg Railroad, Gettysburg, Pa., offers two steam engines, among Nos. 76, 38, and 3254. Trips depart at 1 p.m., and 3 p.m., EST, every Saturday and Sunday, June through October. 11 a.m. and 1 p.m. trips weekdays in August. Special 50-mile trips on August 8, September 12, and October 3, 10, 11, and 17, 1987, leaving at 10 a.m. Group rate available. Free brochure. Send SSAE to Gettysburg Railroad, Constitution Ave., Gettysburg, PA 17325.

West Shore Rail Excursions Inc. Regularly scheduled train rides from May 3, 1987 through December 20, 1987. Rides at new station Mifflinburg, one and two-hour rides with GP30 painted PRR. Rail line former PRR now West Shore Railroad. For information and timetable: West Shore Rail Excursions Inc., 196 N. Third St., Mifflinburg, PA 17844. (717) 966-9390.

VERMONT

Green Mountain Railroad operates the Green Mountain Flyer between Bellows Falls, Vt., and Chester, Vt., daily June 20 to September 7 and September 26 to October 12, 1987. Weekends only September 12-20 and October 17-25. New Ludlow excursion service weekends only beginning July 18 to August 30 and September 26 to October 12. Trains run with Alco RS1 locomotives and restored Rutland and CNJ coaches. The best way to see scenic Vermont. Free brochure. Contact GMRC, P.O. Box 498T, Bellows Falls, VT 05101. (802) 463-3069.

WISCONSIN

Kettle Moraine Railway, North Lake, Wis., steam train departs 1889 depot every Sunday, June 7 through October 18, 1987 and Labor Day at 1 p.m., 2:30 p.m., and 4 p.m., CDT, rain or shine. Eight-mile round trip behind a Baldwin 2-6-2. Extra 11 a.m. trips October 4, 11, and 18 for fall colors. Special trips and group rates available. Highway 67 (old 74) and 83. Nine miles north of I-94 on 83 (exit 287). Nearby attractions: Hawks Inn, Holy Hill, Cheese Factory, dining, and camping. Stamp for brochure. P.O. Box 247, North Lake, WI 53064. (414) 782-8074.

Mid-Continent Railway Historical Society, in North Freedom, Wis., is building a faithful replica of a typical turn-of-the-century steam-powered shortline railroad. Over 500 volunteer members are dedicated to the preservation, restoration, and operation of historic railway equipment. Steam trains operate daily May 11 through Labor Day, weekends only September 12 through October 18. Send SSAE to MCRHS, P.O. Box 55, North Freedom, WI 53951. Call (608) 522-4261 for information.

CANADA, MANITOBA

Prairie Dog Central will operate steam excursion trips using 105-year-old 1882 ex-CPR 4-4-0 No. 3, ex-Keweenaw Central 1908 Pullman combine No. 103, and four CN and CP wooden turn-of-the-century, open-window coaches, complete with smoke and cinders. Thirty-six mile, two-hour trips on Sundays, June through September. Train departs CN St. James Station, near 1661 Portage Ave., 11:30 a.m. and 3 p.m., daylight time. For brochure, write the Vintage Locomotive Society, Inc., Box 217, St. James P.O., Winnipeg, Manitoba, Canada R3J 3R4.

CANADA, NEW BRUNSWICK

Salem & Hillsborough Railroad, Atlantic Canada's only steam powered railroad and museum, offers one-hour trips through beautiful Albert County countryside using ex-Sydney & Louisburg 2-6-0 No. 42 and ex-Canadian National 4-6-0 No. 1009. Interesting equipment on display, picnic areas, playground, gift shop, and snack bar. Trains run weekends May 16 through September 27, 1987, and daily from June 26 through September 6. Fall foliage specials: A 3½-hour, 22-mile round trip run on Saturdays and Sundays during October. "The Sunset," a dining and entertainment train, runs Saturday and Sunday evenings during September and October, Wednesday through Sunday evenings during August, 3½-hour, 22-mile round trip. Both trains available for charters. For color brochure and complete schedule write to: Salem & Hillsborough Railroad, P.O. Box 70, Hillsborough, New Brunswick, Canada E0A 1XO. (506) 734-3195.

EXTRA MOVEMENTS

September 3-7, 1987: Midwest Central Railroad, Mt. Pleasant, Ia., will be running Baldwins 2, 6, Lima Shay No. 9, and Henschel No. 16. A gift shop featuring railroad items including belt buckles of engines 2, 6, 9, and 12. Runs in conjunction with Midwest Old Settlers and Threshers Reunion. Midwest Central Railroad, P.O. Box 102, Mount Pleasant, IA 52641.

September 5-7, 1987: "Niagara Falls Special" via Amtrak (motor coach transfer), Springfield, Mass., to Albany, N. Y. Enjoy the natural wonder of the falls from the U. S. and Canada. Sail to the falls of the Maid of the Mist, dine at the top of Skylon Tower, and view the falls under spectacular illumination. Fares: Boston, Mass., $260, Springfield $240, Albany $225, and single supplement add $30. For detailed information write Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136. (617) 361-4445, 24 hours.

September 12-13, 1987: Puget Sound Railway Historical Association 30th Anniversary. Events planned include equipment parades, freight trains, and other festivities. See steam, electric, and diesels in operation. Possible doubleheading of Mallet No. 11 and Mikado No. 70. We invite you to join us in celebrating this special occasion. For further information send SSAE to PSRHA 30th Anniversary, P.O. Box 459, Snoqualmie, WA 98065.

September 19, 1987: North Conway, N. H., Annual Railfan's Day at Conway Scenic Railroad. Day-long events include doubleheader steam, first-generation diesels, passenger trains in multiple sections, and freight and mixed trains. Mail bag pickup. Three-way meet. Photo runs on 3.25% mainline grade. Ride in 1898 Pullman parlor/observation. Extra train over seldom used trackage to Intervale. Model railroad open house. Hand car and velocipede rides. Flea market. All-day train ride pass only $10. For further details send SSAE to Conway Scenic Railroad, P.O. Box 947T, North Conway, NH 03860. (608) 356-5251.

September 19-20, 1987: One of America's finest overnight excursions! Travel round-trip behind Norfolk & Western Class A No. 1218, from Lexington, Ky., to Chattanooga, Tenn. This 510-mile journey over all three divisions of Southern's CNO&TP, the Queen and Crescent Route, is a very rewarding experience including such landmarks as High Bridge, the highest double track railroad bridge in America, New River Bridge, and the numerous tunnels, cuts, and grades on the "Rat Hole." Enjoy the spectacular scenery of the remote hills and valleys of the Kentucky and Tennessee mountains on one of Southern's busiest routes. This two-day trip includes all meals, hotel accommodations, and train fare. Limited capacity, one train only. For details send LSSAE to Bluegrass Railroad Museum, P.O. Box 1711, Lexington, KY 40592. For information, call (606) 233-7177 between 9 a.m. and 6 p.m., Eastern time, please.

September 19-20, 1987: The Monticello Railway Museum will hold its annual "Railroad Days" weekend. A variety of steam and diesel powered passenger and mixed trains will run on both days from 12 p.m. to 5 p.m., CDT with an evening train on Saturday, September 19. Motor car rides from 10 a.m. to 11 a.m. each day. Plenty of photo opportunities. The railway museum is located at Exit 83 off I-72 at Monticello, Ill. For more information send a SSAE to: Monticello Railway Museum, P.O. Box 401, Monticello, IL 61856.

September 19-20, 1987: "Rutland Limited." Rare 100-mile route trip from Bellows Falls, Vt., to Rutland, Vt., on the Green Mountain Railroad. This two-day excursion on vintage equipment (diesel power) will include private train through the rugged Green Montains and photo stops in the foliage-laden hills, luxury overnight accommodations in Rutland and four meals (two served enroute). Fares: Bellows Falls $110, Springfield, Mass., $135, Boston, [illegible], $160, child half-price with two adults. Single supplement add $20. For detailed information, write Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136. (617) 361-4445, 24 hours.

October 4, 1987: "Ottawa Valley Autumn Steam Spectacular." Ottawa, Ont., to Pembroke, Ont., over Canadian National's freight only Beachburg Subdivision behind ex-CPR 4-6-2 No. 1201. Leave National Museum of Science and Technology, 1867 St. Laurent Blvd., Ottawa, Ont., at 8 a.m. (approximately) and return at 6 p.m. (approximately). Sponsored by the Bytown Railway Society. Tickets $50, Canadian. For information/tickets send check or money order, along with name, address, and telephone number, to Bytown Railway Society, P.O. Box 141, Station A, Ottawa, Ontario, Canada K1N 8V1. Information only, send SSAE.

October 10-11, 1987: The East Broad Top Railroad Fall Spectacular. Steam locomotives and gas electric coach will operate extra movements, together with the Shade Gap Electric Railway trolley. Station, roundhouse, and turntable in operation daily. Passenger and freight trains will operate both Saturday and Sunday. Shop tours available. Special night train trip, Saturday only. For information write to: The East Broad Top Railroad, Rockhill Furnace, PA 17249. (814) 447-3011. Located off the Pennsylvania Turnpike on U. S. Route 522.

October 15-26, 1987: Blue Ridge Mountains-Heart of Dixie Rail/Cruise Tour. Amtrak to the Delta Queen. Take a 7-night "steamboatin" cruise on the legendary stern-wheel steamboat SS Delta Queen, from St. Louis, Mo., to Chattanooga, Tenn., plus Amtrak to St. Louis. Stay at the Omni St. Louis Union Station Hotel, see the National Museum of Transport, lunch at the Chattanooga Choo Choo Hilton, ride the Lookout Mountain Incline Railway and the Stone Mountain Scenic Railroad, plus Amtrak's Southern Railway flagship, the Crescent. Tour includes visit to Great Smokey Mountains National Park, Gatlinburg, Cherokee, and Atlanta, Ga. Fully-escorted from $1799. Brochure and to book from Rail Travel Center, 1201 Pacific Ave., Tacoma, WA 98402. (206) 383-8000.

October 17-31, 1987: Grand Canada Rail/Cruise Tour. One of Rail Travel Center's independent, unescorted Train to the Sea packages. This tour features a seven-night cruise New York-Acadia-Halifax-Saguenay Fjords-Quebec-Montreal on the Royal Viking Sky and VIA Rail Canada Montreal-Ottawa-Toronto-Niagara Falls-Toronto-Vancouver, including city tours in Montreal, Ottawa, Toronto (by 1920's trolley car), and Niagara Falls. Depending upon cabin choice on the Royal Viking Sky and type of sleeper used on the Canadian, tour runs from $2499. Brochure and to book from Rail Travel Center, 1201 Pacific Ave., Tacoma, WA 98402. (206) 383-8000.

October 18, 1987: New Haven, Conn., to Harmon, N. Y., via Norwalk, Danbury, Maybrook Line to Beacon, and Hudson Line, returning over same route. 254 miles round-trip including 94 freight-only. New Haven FL9's and "Shoreliner" cars. Private tour of Metro North (ex-NYC) Harmon shops for trip riders only. Multiple photo stops/runbys along freight-only portion of route. Peak autumn foliage in area. Price $44, $39 child, from Danbury $39, $34 child. Leaves New Haven at 8:50 a.m., Norwalk at 9:45 a.m., and Danbury at 10:25. Return to Danbury at 6:15 p.m., Norwalk at 7:15 p.m., and New Haven at 7:55 p.m. SSAE to New Haven Railroad Historical & Technical Association, 5 Cannondale Dr., Danbury, CT 06810.

October 31-November 1, 1987: Spartanburg, S. C., to Erwin, Tenn., and return each day. Come and enjoy this scenic trip aboard the "Blue Ridge Mountain Limited" through the beautiful fall colors of the old Clinchfield route. Our trip will travel along North Carolina's Toe River, through 18 tunnels, 14 miles of loops, ten trestles, and in the "Grand Canyon of the East" behind Steam Power, ex-NKP No. 765. Area is serviced by the Amtrak Crescent, the Greenville-Spartanburg Jetport, and two major bus lines. For information send a LSSAE to Greenville Chapter, NRHS, Inc., P.O. Box 5481, Station B, Greenville, SC 29606.

November 4-18, 1987: Copper Canyon-Mexican Riviera Rail/Cruise Tour. Rail Travel Center's 1987 finale is a cruise to Mexico to ride the remarkable Copper Canyon railway. Tour begins with a night on the Queen Mary at Long Beach, Calif., then a 4-night/5-day cruise on the MV Stardancer, Los Angeles-Cabo-Puerto Vallarta-Mazatlan. Coach Mazatlan-Los Mochis, then an in-depth visit to the Copper Canyon, overnight at Divisadero, Creel, and Chihuahua. Ride the full length of the Chihuahua Al Pacifico Railway Los Mochis to Chihuahua. Sightseeing includes Mazatlan, Copper Canyon, Cusare Falls, Menonite Cusuhtemoc and Queen Mary/Spruce Goose. Ride National Railways of Mexico Autovia railcar to Juarez, with coach transfer to El Paso, Tex., for Amtrak or air connections. Fully escorted tour Los Angeles to El Paso, including most meals, from $1299. Brochure and to book from Rail Travel Center, 1201 Pacific Ave., Tacoma, WA 98402. (206) 383-8000.

June 18-July 2, 1988: The Rocky Mountain Railroad Club is celebrating its 50th anniversary. To help celebrate, we are planning over 14 railroad activities throughout Colorado. We've chartered trains on the Georgetown Loop, Cumbres & Toltec, Durango & Silverton, Cadillac & Lake City (ex-Rock Island), Manitou & Pikes Peak, Cripple Creek & Victor, and UP 3985. Enjoy guided field trips following old railroad grades through the Colorado Rockies. For more information on a superb Colorado railroad vacation, send SSAE to the Rocky Mountain Railroad Club, P.O. Box 2391, Denver, CO 80201.

Mad River & NKP Railroad Society Rail Tours & Excursions for 1987. June 6-15: Western U. S. Amtrak and narrow gauge train tour. **August 15-16:** Fourth annual State Fair Limited (departs Toledo, O., on August 15). Operation tentatively scheduled with steam, NW 1218. **September 5-20:** Western Canada rail tour, includes VIA and BC Rail. Late fall Mexico rail tour, details being finalized. Send SSAE to Mad River & NKP Railroad Society "Trips," P.O. Box 42, Bellevue, OH 44811.

"Stourbridge Rail Line." Five coaches behind BL2 (ex-BAR No. 54), 50-mile round-trip excursion between Honesdale, Pa., and Lackawaxen, Pa., over ex-Erie track-

age. All open window cars. Layover in Lackawaxen, September 12, 1987. One train departing Honesdale at 12 p.m. September 26, 1987. Two trains departing Honesdale 9.30 a.m. and 2.30 p.m. September 27, 1987. One train departing Honesdale 1 p.m. For details and tickets write Wayne County Chamber of Commerce, 742 Main St., Honesdale, PA 18431. (717) 253-1960

OVERSEAS

New Zealand – November 21-December 6, 1987: New Zealand Rail Fans Tour. A unique, escorted, 16-day tour of New Zealand's narrow gauge railway system on both the north and south islands, including trips on the "crack" passenger and freight trains "Southerner," "Silver Fern," and "Kingston Flyer" (pulled by a 1915 AB Pacific), and over the famous Raurimu Spiral. Visits will be made to six railway museums and NZR's main shops. Highlights of the tour are a rare full-day trip on the North Island Main Line behind a Ja Class 4-8-2 and rides on a K Class 2-4-2 (1879). Scenic and cultural sights include. Christchurch, Invercargill, Milford Sound, Te Anau, Queenstown, Dunedin, Wellington, Rotorua, and Auckland. Tour includes all accommodations, breakfasts, some meals, transfers, internal transportation, and all admissions. For information and full-color brochure contact the New Zealand Tourist and Publicity Office, 630 Fifth Ave., #530, New York, NY 10111. (212) 586-0060

Zimbabwe. Travel on one of the world's last steam operated main lines in our luxury train. Visit steam depots, locomotive works, and museums. See the mighty Victoria Falls and Hwange Game Reserve. View big game from heavyweight varnish on the third longest straight in the world. Ride Double Hudson and Mountain Garratt articulateds. Regular scheduled departures. For information or bookings write or call Rail Safaris, P.O. Box 4070, Harare, Zimbabwe. Phone Harare 736056.

INTERCHANGE

Please furnish street address for TRAINS' private records when using a P.O. Box number.

This department is for the convenience of readers wishing to acquire or dispose of railroadiana. TRAINS reserves the right to edit undesirable copy or to refuse listings. **Rate:** 45 cents a word in advance. Count all numbers and initials, including your name and address (but not including zip code number). Copy should be type-written or printed. Make checks payable to TRAINS magazine, and address all correspondence to Interchange, Attention: Cathy Schnackenberg.

CLOSING DATE: 25th of the month three months before the cover date (April 25 for the July issue, May 25 for the August issue, etc.).

READERS' NOTE: When advertiser says SSAE or SASE he requires stamped, self-addressed envelope with your inquiry. LSSAE is large envelope.

FOR SALE

Railroadiana for sale: Rare and diverse offering of railroad china, silver, lanterns, globes, brass locks, keys, and miscellaneous for sale. Continuously offering service plates. George Washington china and unknown topmarked patterns. Send $1 (refundable on first purchase) and LSSAE for unique listing to Golden Spike Enterprises, P.O. Box 422, Williamsville, NY 14221.

Miscellaneous magazines, 1915-1982. Railroad Cyclopedias, Baldwin Locomotive magazines. 66¢ SSAE. Ben Smith, 861 Ronnie, Philadelphia, PA 19128.

Wide selection of quality railroadiana, all guaranteed. Locks, keys, lanterns, dining car items, steam whistles, builder plates, hardware, telegraphy, etc. Will take consignments, also buy. For details and 24-page list, send $1.50. T&L Railroad, 4512 Montrose, Houston, TX 77006. (713) 523-4356.

Dining-car china, glasses, silver, ashtrays, timetables, railroad metal, rules, cloth, paper. Send long 39¢ stamped envelope for big list. Several railroads. McClellan, 1752 S. Wichita, Wichita, KS 67213. Also buying large, small collections of railroadiana.

Over 10,000 back issues of magazines. MODEL RAILROADER, TRAINS, RMC, etc. Please send your want list. All magazines, 75¢ each plus postage. The Plain Dealer, 5 Mohawk Dr., Wolcott, CT 06716. (203) 879-9797.

Original Kodachrome and negative lists and sample, $1. Colbert, Burton, OH 44021.

Broad assortment of railroadiana for sale. Four quarterly lists for $1.50. Charles A. Coulomb, Box 116C, Convent Station, NJ 07961. (201) 689-3990.

Photos and slides. This is our fourth catalog of slides and color prints. We have over 275 companies available, more than 1500 views, including all major railroads, switching and terminal roads, shortlines, industrials, freight cars, cabooses, piggy back trailers, and maintenance of way equipment. Valuable for railfans, scratchbuilders, and modelers. Most slides and photos are 3/4 view and centered. Our inventory contains over 12,000 different types of rolling stock and equipment. Send for our 28-page catalog with complete ordering instructions. $3 ($5.50 overseas) plus 3" x 5" photo. Rail Photos Unlimited, P.O. Box 2306, Joliet, IL 60434.

Again available. Pacific Electric map, the world's largest suburban electric railway, over 1000 track miles in four counties, 1925 revised. Accurate, authentic, detailed. $3 postage paid. Kalor, P.O. Box 971, Alta Loma, CA 91701.

Slides: Prototype Pix is thinning out its collection. No duplicates, all originals, our choice. Forty slides for $8. Prototype Pix, 8404 Gemini Dr., W., Jacksonville, FL 32217.

Build your collection with fine quality original black-and-white negatives and Kodachrome slides. Choose from current and extinct railroads and motive power. Wide choice of areas. Many pre-Conrail and other hard-to-locate items. Get those elusive slides and negatives. Send SSAE for free facts and prices. William J. Brennan, 82 Devonshire Rd., Cedar Grove, NJ 07009.

Black-and-white photos: Trolleys and interurbans, mostly taken from 1944 to 1955. Send $3 for detailed computerized list of 2300 scenes and sample. Scholes Photos, Dept. TR, 1423 Kelvin Court, Cincinnati, OH 45240.

Steam and diesel black-and-white photos. Mostly midwest roads, 1940's and 1950's. Send $1.50 for computerized list of 650 scenes and sample. Scholes Photos, Dept. TR, 1423 Kelvin Court, Cincinnati, OH 45240.

Back number magazines, books, Official Guides, and other railroadiana. LSSAE for list. Vallette, P.O. Box 447-C, Bethayres, PA 19006.

Milwaukee Road, Erie Lackawanna, CNJ, and many other roads' original slides and negatives. LSSAE to RJY, 11 Sussex Court, Edison, NJ 08820.

Bledsoe Rail Slides: Over 60 different high-quality 35mm sets available. Send for free samples and catalog. P.O. Box 377, Crowley, TX 76036.

Fogg reproductions: Full-color, initial run from original Fogg paintings of Alco diesels. SSAE for price list. The Mailbox, R.D. 3 - Jockey St., Ballston Lake, NY 12019.

Railroadiana: Seven pages of quality authentic collectibles. Send $1 for current list. Golden Age Memories, P.O. Box 9623, Madison, WI 53715.

Over 10,000 different black-and-white depot photos. $3 each. A list for every state. A set of 50, one from each state, $100. Everett Huffer, 116-33rd St. Dr., S. E., Cedar Rapids, IA 52403.

Duplicate color railroad slides. U. S., Canada, Mexico, and Europe, 1950's to 1980's. Steam, diesel, and electric. New catalog No. 4, $1. LSSAE to Hudson Leighton, 1722 Oliver Ave., S., Minneapolis, MN 55405.

Back in print: "Homage to the Santa Fe," by Armitage. Clothbound, 153 pages. Over 125 photos and illustrations on the great streamliners, steam and diesel locomotives, advertising, and more. $22 postage paid. Special together with "Operations Santa Fe," by Armitage (regularly $16.50), both for $31 postage paid. Omni Publications, P.O. Box 216, Hawthorne, CA 90251.

Original Kodachrome slides. Over 70 companies: Main Line, Industrial, Canadian, and U. S. Send $1 for list and sample slide to: Lakeshore Rail Photos, P.O. Box 40, Newtonville, Ontario, Canada LOA 1JO.

Ed Gardner's Pictorial Review Books, reproduction Second Editions now available. Enjoy fascinating reproductions of rare passenger timetables and postcard scenes. Jersey Central Volumes 1-2, Erie Volumes 1-2, Lehigh Valley Volumes 1-4, Lackawanna Railroad Volumes 1-3, Chicago & Alton Railroad, Milwaukee Railroad Volumes 1-4, Rock Island Volumes 1-3, Central New England Railway, Rutland Railroad, Texas & Pacific Railroad, West Shore Railroad (part of New York Central) Volumes 1-2. Informative, fascinating book. Pennsylvania Railroad Tunnels and Terminals in New York City with over 70 postcard views of old Penn Station, Reading Railroad Postcard Views and Timetables, New England-Washington-Richmond Timetable Pictorial 1927 to 1937, and exciting new pictorial on The Yankee Clipper, NYNH&H. Immediate shipment. All pictorial review books only $8. Each postpaid from: Ruth Gardner, P.O. Box 199, Mountaintop, PA 18707-0199.

Wide assortment. All kinds of railroadiana. $1 for list. Stationmaster, W9494 Hwy. 103, Waupun, WI 53963.

Railroadiana: China, silver, and miscellaneous. Send LSSAE to R. Ridgely, 1380 Prince Ave., Athens, GA 30606.

Railroadiana for sale: Timetables, tickets, photos, slides, brochures, railroad paper, T-shirts, mugs, buckles, hats, signs, books, and much, much more. LSSAE for catalog. Feather River Rail Society, P.O. Box 8, Portola, CA 96122.

"The Railslide Collector." Buy/sell rare, vintage originals (exclusively). Six detailed bi-monthly mail auction listings, $3. Andy Romano, 16907 Avenida De Santa Ynez, Pacific Palisades, CA 90272.

Slides on approval: McNeil, 60 North, Gananoque, Ontario, Canada K7G 1L1.

Try North Shore Rail Pix for your Chicago area and midwest slide needs. New lists every four months featuring top quality original Kodachrome slides of Milwaukee, SBD, GTW, C&NW, and more. $1.50 for postpaid list and two sample slides. Ray Weart, 548 Anita St., Des Plaines, IL 60016.

Twin Cities Railfan's Guide. Radio frequencies, train numbers, and power assignments. Computer production keeps information current. Priced low, $2. Craig Wiester, 3140 Chowen Ave., S., #118, Minneapolis, MN 55416-4520.

Diesel builders plates for sale or trade. Send LSSAE for our current listing or send your want/have list. Mail to: Model Railway Station, P.O. Box 3325, Schenectady, NY 12303-3325.

Original slides 1960's to present. LSSAE for list, $1.50 for list and two samples. Tillotson, 3 Volger Dr., Park Ridge, NJ 07656.

Complete Index (96 years) of MODEL RAILROADER and TRAINS magazines. 400 pages tells everything you wish to know. $22.70 postage paid. Stephans Railroad Directory, 101MC Fenton, Chenango Forks, NY 13746.

White Mountain NH video, VHS. Climb aboard an ex-Maine Central motorized railcar for an exciting ride on the soon to be abandoned mountain route from Portland to St. Johnsbury. Climb 900' in nine miles as we wind through Crawford Notch on a shelf cut through over 100 years ago. Send $34.95 to George Kenson, 47 Arlene Ave., Wilmington, MA 01887.

Authentic railroad memorabilia. China, silverplate, glassware, linen, keys, locks, lanterns, and timetables. Newest listings $1.50. Railroad Artifacts, P.O. Box 305, Cheektowaga, NY 14225-0305.

Quality duplicate color slides. Twenty slides per set, only $9. Sets include Amtrak Heritage, CB&Q/C&S, FW&D, Frisco, KCS, Milwaukee, Mopac, OK&T, SP, and UP. Two sets each CRI&P, D&RGW, Katy, and four sets AT&SF. List and sample $1. Trackside Slides, 245 S. E. Robin Rd., Bartlesville, OK 74006.

Videotapes and rentals at interesting prices. LSSAE for details. P.O. Box 640081C, Kenner, LA 70064.

Can duplicate slides be better than originals? Send $2 and LSSAE for list, newsletter, and two samples. Foster Morrison, Dept. TT, P.O. Box 3639, Gaithersburg, MD 20878-0639.

Big discounts on all railroadiana. Send LSSAE for list. 636 W. Grant, Charleston, IL 61920.

Trains of the plains. Notecards, postcards, and prints of the midwest. List and sample $2. Enginuity (T), P.O. Box 248, Emporia, KS 66801.

35,000 locomotive slides. The First Section duplicate slide catalog and reference book: 142 pages, perfect bound, alpha-numeric format, 1620 companies, engine numbers, models, paint schemes, and dates. Class 1, Shortline, and Industrial from U. S., Canada, Mexico, and other countries. Introductory offer $5.95 (includes sample and $1 coupon). Porreca & Associates, Inc., P.O. Box 22, Boulder, CO 80306.

Dining car china, silver, linen, glassware, operator manuals, timetables, rulebooks, playing cards, menus, and other railroadiana. When in the Athens, Ga., area visit Memory Station. Twenty miles north of I-20 or 40 miles south of I-85 on U. S. Hwy. 441. Memory Station, P.O. Box 56, Watkinsville, GA 30677. (404) 769-8986.

"New Northern Ohio Interurbans," drastically reduced (below cost) to settle estate. 320-page book written by Harry Christiansen just before his death in 1985. 140,000 words – 1000 illustrations. A must for every trolley and nostalgia fan. Hardcover was $39.95, now $22. Softcover was $33.95, now $16. Make checks, plus $1.50 postage, payable to Liz Christiansen, P.O. Box 762, Erie, PA 16512-0762.

Ann Arbor, Nickel Plate, Pere Marquette, Rock Island, and Santa Fe railroad conductors' uniform button blazer sets. Two large, six small, $5.95 each. Joseph Lajoie, P.O. Box 3, Methuen, MA 01844.

Public timetables, travel folders, other passenger material, and traction, list $1. Employee timetables, rule books, annual reports, and equipment supplier material, list $1. Stamps okay. Edward Levay, 13 Summer St., Framingham, MA 01701.

NYS&W 1946 equipment modernization report. History and map illustrations, $7.50 postage paid. John Scott, 104 Williams, Foster City, CA 94404-3968.

Shortline, industrial, tourist, and historical steam railway guides. U. S. and Canada. LSSAE for complete listings. P.O. Box 170457, Atlanta, GA 30317.

Dining car china. Need china for your private car? Need a railroad theme commemorative plate? Wish to reproduce a railroad pattern? If so, China Concepts can help. Ten years of experience in design and production of quality china. We represent for Sterling China Co., makers of railroad china. For a quote on your design, just send us your ideas. China Concepts, 3875 Eaton St., Denver, CO 80212.

Railroad video rentals. Low cost rental plan lets you watch all those great videos you can't afford to own. For details write: Clear Signal Video Rentals, P.O. Box 418, Sharpsburg, MD 21782.

Original, high quality, Kodak processed Kodachrome slide sets of southern California rail action. SPSF merger paint, cowl units, Cajon action, and much more! List and three samples $2. Sickler Slides, P.O. Box 2124, Yorba Linda, CA 92686.

PRR steam, diesel, electric, passenger, and freight cars and cabins. See FJC below.

LV, RDG, CNJ, NH, and NYC steam, diesel, and electric equipment. See FJC below.

CB&Q, RI, MKT, D&RGW, AT&SF, and UP locomotives and equipment. List and sample, $2. FJC, P.O. Box 3102, Newport, DE 19804-0102.

Authentic ex-New York City subway memorabilia. Whistles, rollsigns, handles, audio cassettes, etc. One of the largest selections anywhere. Send $1 for list. Zelazo, 6 Edisonia Terrace, West Orange, NJ 07052.

611 metal color lithographed tray. Features old N&W railway ad on the back. Size 10½" x 13", $19.95 plus $3 shipping. Bryan Station, P.O. Box 511, Bryan, OH 43506.

Railroadiana: Lanterns, dining car items, paper, hardware, etc. No. 10 SSAE for latest list and information. The Great Delaware and New England Antiques Trading Co., P.O. Box 628, East Hanover, NJ 07936.

Duplicate slide sets produced by Al Chione. Over 100 different sets of U. S. eastern railroads. Send LSSAE for list. Thoroughbred Express, 1001 Kinderly Lane, Virginia Beach, VA 23464.

Railroad timetables and rulebooks for sale. Send LSSAE to E.L. Durnwald, 1001 Kinderly Lane, Virginia Beach, VA 23464.

Color photo prints from original paintings by Bruce Friesch. Milwaukee, Soo, and C&NW. Send LSSAE for brochure and prices to Bruce Friesch, 320 Quinlan Dr., Pewaukee, WI 53072.

Back issues: TRAINS, MODEL RAILROADER, Railroad, and others. SSAE for list. Alker, Mayflower Court, Martinsville, NJ 08836.

Inverness and Richmond Railway of Nova Scotia is the subject of this book which contains over 60 pictures, several maps, steam roster, and reference material. Printed on glossy paper in 6" x 9" format with color card cover, this book of nearly 100 pages provides a short history of former Canadian Northern subsidiary. $11.40 postage paid Can-

ada and U. S. Order from Robert Tennant, Box 997, Armdale, Nova Scotia, Canada B3L 4K9.

Timetables, china, badges, locks, various papers, rule and instruction books, etc. LSSAE for list. Susan Young, 206 Lakeview Heights, Pikeville, KY 41501.

PRR system maps. Color, 20" x 40" $8. Black-and-white 17" x 42" $5. Postage $1.50. Joe Coakley 4760 Grandview, Bensalem, PA 19020.

Duplicate color slides: Norfolk & Western, Southern, Western Maryland, and others. List and two samples $1.50. Vernon Ryder Jr., P.O. Box 92, Portsmouth, VA 23705.

Slides! GG-1, E F units, trolleys, Amtrak, transit, Conrail, commuters, fallen flags, and shortlines. Late 1970's through present. SSAE to Maggio, 1392 E. 37, Brooklyn, NY 11210.

3-D color slides. Spectacular steam locomotive action Diesels and cabooses. Stereo slides $3 each. Stereo viewer $3. Postage, sales tax (Illinois residents). LSSAE for details. 3-D Photo Enterprises, P.O. Box 612, Gurnee, IL 60031.

Original Kodachrome grab boxes, 36 slides. Canadian roads $6. Lee Labrecque, 4580 Route 143, Lennoxville, Quebec, Canada J1M 2A3.

Railroad conductors' uniform buttons. Send $2 for three samples and list. Joseph Lajoie, P.O. Box 3, Methuen, MA 01844.

Surplus slides. Some good, some fair. Forty for $10, my choice. William Caswell, 1112 Maryland Ave., St. Cloud, FL 32769.

Pullman sink. Never installed, like new. Practical conversation piece for small lavatory. $700 includes shipping. Dick Jones, 826 Public Ledger Building, Philadelphia, PA 19106.

Gulf Mobile & Ohio and Chicago & Alton china. Bob Campbell, 203 N. Well, Odessa, MO 64076-1126.

Original slide auction. LSSAE for details to Louisiana Railroad Company, P.O. Box 640081G, Kenner, LA 70064.

Railroadiana: Locomotive builders' plates, lanterns, railroad china, silver, ticket dater, and miscellaneous. LSSAE to Art Peterson, Xttrium, 415 W. Pershing Rd., Chicago, IL 60609.

Mail auction: Over 600 books, maps, and prints. TRAINS and other magazine collections. 73¢ stamps. Art Peterson, Xttrium, 415 W. Pershing Rd., Chicago, IL 60609.

Four 85' former Milwaukee railroad coaches. No seats. Located in Chicago, Ill., can be moved. (312) 673-1400.

New York Central railroad bookmarks from original lithographer. Picture of train and NYC crest. Flexible acrylic 4" x 1½" silver and black with 5" burgundy tassel cord on end. Each in its own glassine envelope and states, "Compliments New York Central System." Excellent rail memorabilia. Sample $5 postage paid, $37 per dozen, or best offer for the 363 pieces. Ohio Corporate Estate Co., P.O. Box 12210, Toledo, OH 43612.

Susquehanna video: Reopening between Warwick and Butler. Four hours on two VHS, all live sound and color. Begins with Sparta-to-Warwick drill in May, finale of stack trains in December, with all phases of restoration in between, $44.50. Money order speeds delivery. Need street address for UPS. Inquiries: Norm Weiler, P.O. Box 322, Branchville, NJ 07826. (201) 948-3651, evenings.

Original slides. Good to fair. 1960's to present. My choice, ten for $3, 20 for $5. Ron DeFilippo, 15 Pine St., Ayer, MA 01432.

Railroadiana paper. LSSAE brings list. Westshore Limited, P.O. Box 1162, Woodstock, NY 12498.

Slide auction list No. 1. CNJ and others. Christopher Wolf, 3838 Risedorph, Flint, MI 48506.

Large list of items. Most railroads. LSSAE to Fols, 3321 Lemon, Simi Valley, CA 93063.

Painting. Original acrylic on 18" x 24" canvas from your photos. Trains, street cars, and scenery. $50, free photo sample. Information SSAE to Charles McConnell, 73 Circuit Dr., Binghamton, NY 13903.

Pen-and-ink. GP38 engineer grabs orders at speed. Only 50 prints, 8" x 11". Numbered and signed, $7 each. Also SSAE for color print list, southwest trains. 8615 E. 78 St., Tulsa, OK 74133-3726.

Photos. Black-and-white. UP, SP, RI, GN, Burlington, and more. SSAE for list. Bob Lorenz, 1939 Whittaker Dr., Fremont, OH 43420.

Attention postcard collectors: Just in. Over 2000 railroad and traction postcards. Many rare. SSAE for selected list to PBC Postcards, P.O. Box 1285, Glendora, CA 91740.

"American Steam." Relive the greatest moments of big steam working on B&O, CPR, C&O, D&RGW, GN, NYC, N&W, ON, PRR, SP, and UP 1940-1955, in 400 of Ben Cutler's most unusual action photos, stored unseen for 40 years. Fascinating descriptive text by LeMassena. 8½" x 11", hardbound, 256 pages. $25 postage paid, autographed. The rare surviving original Rail Photo Service enlargements can be purchased with book orders to Steam Whistle, 1795 S. Sheridan, Denver, CO 80226.

MISCELLANEOUS

Planning a steam tourist railroad? Railroad consultant available for independent feasibility studies, business plans, funding programs, and location studies. Send $20 for 25-page advertising questionnaire with free review. P.O. Box 35, Beaver, AR 72613. (501) 253-7329 NCC.

Sale: Controlling interest in a steam tourist railroad. $1 and other considerations. RY, (501) 253-7329.

Seeking private investors for a tourist train venture in southern Indiana (Clark County). For more information, call (812) 256-6651.

WANTED

Seth Bramson, 330 N. E. 96th St., Miami Shores, FL 33138 wants anything FEC or predecessors, anything Florida.

Timetables: High prices paid. Carl Loucks, 199 Wayland, Hamden, CT 06518.

Seth Bramson is one of America's largest buyers of railroad and trolleyana. Top prices paid. Try me first. Postage paid on approvals. 330 N. E. 96th St., Miami Shores, FL 33138.

Buying railroad china. Especially manufactured by Buffalo or Syracuse China. Altman, P.O. Box 422, Williamsville, NY 14221.

Railroad china wanted. Collector buying railroad china, especially Baltimore & Ohio blue-and-white Centennial. Charles Miller, 3106 N. Rochester St., Arlington, VA 22213.

Vic Reyna is buying traction negatives of west coast lines; SFM, MSR, KS, PE, IER, EBT, PG&E, etc. Also all mainline electrics. Details to P.O. Box 568, San Francisco, CA 94101.

Negatives wanted: Buying collections of SP, WP, UP, AT&SF, GN, NP, SP&S, etc. Both diesel and steam. Write to: Vic Reyna, P.O. Box 568, San Francisco, CA 94101.

Wanted: Original Kodachrome slides of action shots of Class 1 railroads and western roads, especially UP and unit train. Will pay top dollar for duplication and copyright release. Prototype Pix, 8404 Gemini Dr., W., Jacksonville, FL 32217

TRAINS Magazine, pre-1950 issues, rail books, older Official Guides, railroadiana collections, Pullman door nameplates. Arlix, Box 5063-C, Philadelphia, PA 19111.

Magazines before 1950. Cyclopedias, books, railroadiana. Ben Smith, 861 Ronnie, Philadelphia, PA 19128.

Locomotive builder/number plates, tall and fixed globe lanterns, and colored cast globes. Send description, price. Ron Muldowney, P.O. Box 31, Basking Ridge, NJ 07920. (609) 397-0293.

Former slide photographer? Do you have a dormant slide collection that you'd like to convert to cash? I've paid out over $200,000 for slide collections over the past 10 years, and am constantly seeking additional quality material. Primary interest is in pre-1970 slides, but will consider groups which also include newer material. I can offer ready cash for such slide collections, and will travel to your location at any time to inspect your material. Dick Wallin, Box 1784, Springfield, IL 62705. Phone (217) 498-9279.

Railroad books wanted for personal library. Inquiries answered. Thales, Box 221, Kingston, NJ 08528.

Anything CB&Q, C&S, and FW&D. Mike Spoor, 2521-D Potomac Dr., Houston, TX 77057.

RF&P steam photos and slides. Thomas Brown, 5342 Overton Rd., Nashville, TN 37220. Call collect, (615) 832-6421.

Wanted: Rail books, cyclopedias, Official Guides, magazines, Wells Fargo, any express items, and railroadiana. Steve Botan, 14395 Baker, Westminster, CA 92683.

Williamsport & North Branch Railroad. Museum looking for artifacts from W&NB or Eagles Mere Railroad. Reply. Pine Hill Apts., 2-H, 116 Strawberry Hill Ave., Stamford, CT 06902-2540.

Lithographs wanted: Of photos and artwork by Fogg, Dedek, Fisher, Hiney, Ragan, and others. State size, condition, subject, and price. J. Hinkhouse, P.O. Box 898, New Braunfels, TX 78130.

Wanted: Top dollar paid for pre-1925 M&StL/Iowa Central Railroad photo originals (any quality), or prints with seller retaining rights. Ron Keagle, 3829 Sunset Dr., Spring Park, MN 55384.

"Century of Reading Company Motive Power." Advise price and condition. John Scott, 104 Williams, Foster City, CA 94404-3968.

Wanted: Old magazines. Information about travel with Orient Express, New York, Venice. Also lace vintage cash. F. Tosheff, 353 Park Ave., Manhasset, NY 11030.

Wanted: Velocipede, track inspection bicycle, or any lightweight track vehicle. Ward, 11 Grace St., Malden, MA 02148.

Air brake books. Car and locomotive cyclopedias. ABA Annual Proceedings. L. J. Kast, R.R. 4, Box 567, Proctorville, OH 45669.

Abandoned railroad tunnels. Would like to exchange information on tunnel locations and conditions nationwide. Paul Miller, 3209 County NN, Milton, WI 53563.

Best prices paid for pre-1940 official guides or reprints, particularly for years 1921-1935. B. Thomas, P.O. Box 55413, Jackson, MS 39216.

Long Island railroad negatives. All subjects. Keller, 5475 Express Dr., N., Holtsville, NY 11742.

Wanted: Copy of "Diesel-Electric Locomotives," by Foell and Thompson and a copy of "Our GM Scrapbook." E. W. Michalowski, 293 Hamilton Ave., Tonawanda, NY 14150.

Wanted: Copy of "Dining On Rails," published by R. K. Publishing Co., written by R. Luckin. Joe Bauske, 107 N. Main, Rockdale, TX 76567.

Wanted: Diesel builders' plates from Erie, DL&W, NYC, PRR, LV, Reading, NYO&W, L&NE, L&HR, and CNJ. Robert Bombel, 20 Alaska St., Garfield, NJ 07026. (201) 478-3510.

RAILROAD SHOWS AND EVENTS

August 15, 1987: Atlanta, Ga., Southeastern Railroadiana Collector's Tenth Annual Railroadiana/Model Train sale and trade show. Two-hundred tables, Georgia International Convention and Trade Center, south of Atlanta airport. Adjacent Holiday Inn Crowne Plaza, 9 a.m. to 4 p.m. Admission $3, tables $20. Information: LSSAE to Jack Martin, 4183 Paran Pines Dr., Atlanta, GA 30327.

September 5-6, 1987: Roanoke, Va., Virginia Transportation Museum Train Fair. 10 a.m. to 5 p.m., both days. Adults $2, under 12 $1. Dealer tables $20. Information: SSAE to North Marietta Depot, 2640 Fraser Rd., Marietta, GA 30066.

September 12-13, 1987: First Annual Collectables Railroadiana Show and Sale Saturday 1 p.m., Sunday 10 a.m. to 5 p.m. Admission $2, tables $20 Information. West Shore Rail Excursions, 196 N. Third St., Mifflinburg, PA 17844. (717) 966-9390 Show at Mifflinburg rail station

September 13, 1987: East Hartford, Conn., Nutmeg Division Annual Train Show, Mount Carmel-St Cristina Hall. Roberts St., off I-84, signs will be posted One day show from 10 a.m. to 4 p.m. Displays, dealers, and white elephant table All gauges. Donation adults $2.50, children $1.50, family $5. For information SSAE to Joe Sokol, 213 Regan Rd., Vernon, CT 06066.

September 13, 1987: Fall Hamburg Dutch Train Meet. Hamburg Field House, Fourth and Pine streets, Hamburg, Pa., 9 a.m. to 1 p.m. $3, under 12 free with adult. Ralph D. Maurer, 300 S 17 St., Reading, PA 19602. (215) 374-3429

September 13, 1987: Great American Railroadiana Extravaganza. The Coachman Inn, Cranford, N. J., exit 136 Garden State Parkway The only all-railroadiana show in the metropolitan New York area. An endless variety of items for both beginning and advanced collectors. Browse in air-conditioned comfort from 10 a.m. to 4 p.m. Food available at motel Admission $3, $5 maximum per family. Six-foot tables at $20. LSSAE to C & G Productions, 140 Railroad Ave., Washington, NJ 07882. (201) 689-3990.

September 27, 1987: Allentown, Pa., Railroadiana and Model Railroad Show and Sale. Dieruff Senior High School, Irving and Washington streets, 10 a.m. to 4 p.m. Admission $2 ($3 per whole family). For information, send SSAE to: Kuehner, P.O. Box 300, Laurys Station, PA 18059. (215) 799-2530

October 3, 1987: Outdoor Railroadiana Swap Meet, 9 a.m. to 2 p.m. Orange Empire Railway Museum, 2201 S. "A" St., Perris, Cal., $2. Reserve space. P.O. Box 548, Perris, CA 92370.

October 4, 1987: Greater Delaware Valley Train and Railroadiana Show and Sale. Betsy Ross Convention Center, Route 130 South (between Tacony-Palmyra and Betsy Ross bridges), Pennsauken, N. J., from 9 a.m. to 4 p.m. Over 350 tables available and 30,000 square feet. Information, SSAE to Bruce Heiner, P.O. Box 240, Gibbsboro, NJ 08026. (609) 596-1630.

October 9-11, 1987: Friends of the East Broad Top Fourth Annual Reunion, Orbisonia, Pa. Fall spectacular. Plus On3/HOn3 modular pikes. Contests, all-day pass on railroad, Saturday dinner, $25. Dealers welcome. Lots of room in firehall. Rick Shoup, 13120 Bellevue St., Silver Spring, MD 20904. (301) 572-4552, after 6 p.m.

October 10, 1987: Jacksonville, Fla., Sunshine Railroadiana Collectors Association Third Annual Railroadiana/Model Train sale and trade show. Ramada Inn (Mandarin), I-295 at SR-13, 9 a.m. to 4 p.m. Admission $2. Information: LSSAE to Joe Bacon, 2 Solano Ave., St. Augustine, FL 32084.

October 11, 1987: Second Annual Queen City Railroad and Transportation Artifacts Sale. Cincinnati National Armory, 4100 Reading Rd., (Route 42), Cincinnati, O. Over 150 tables of railroad and other transportation (steamship, trolley, bus, and airline) artifacts for sale. For information: LSSAE to Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405. (216) 755-1914.

October 17, 1987: Alton, Ill., Gulf, Mobile & Ohio Historical Society Railroadiana Show, in conjunction with the 15th Annual Meeting and banquet. Holiday Inn, 3800 Homer M. Adams Parkway. 9:30 a.m. to 4 p.m. Items from all railroads welcome, dealer space available. SSAE for information. GM&OHS, P.O. Box 24, Bedford Park, IL 60499.

October 18, 1987: 9 a.m. to 5 p.m., "Rail Expo VII" at restored Central Railroad Terminal, Liberty State Park, Jersey City, N. J. Exit 14B NJ turnpike. Direct access to park. No local streets, free parking. A Railroadiana/Transportation Collectibles, Toy Train, and Model Railroad Show and Sale. Over 400 tables with dealers from U. S. and Canada. One of the largest railroad shows in the northeast, with thousands attending. Admission is $5 adult (visit local hobby shop for discount admission coupon), children under 12 with parent free. Dealer tables are $35 each, if available. Information: Communipaw Commemoratives, P.O. Box 831, Pamrapo Station, Bayonne, NJ 07002. (201) 823-4983.

October 25, 1987: Redford Model Railroad Club Trainorama '87 railroadiana/model railroad flea market. Dearborn Civic Center, 15801 Michigan, Dearborn, Mich., 10 a.m. to 4 p.m. Admission $1.50 per person, children under 12 free. Information: Frank Gendernalik, P.O. Box 1174, Dearborn, MI 48121. (313) 937-0361, evenings.

November 1, 1987: Tenth Annual Gaithersburg Railroadiana Show and Sale. Over 400 tables of railroad artifacts for sale from 10 a.m. to 5 p.m., at the Montgomery County Fairgrounds, Gaithersburg, Md. Located 15 miles northwest of Washington, D. C. Come to the show which has one of the largest selections of railroad memorabilia for sale in the country. For information, LSSAE to Miller, 3106 N. Rochester St., Arlington, VA 22213. (703) 536-2954.

November 21-22, 1987: The Western New York Railway Historical Society will hold its sixth annual Toy Train and Railroadiana Show and Sale at the Buffalo Convention Center, Buffalo, N. Y., from 10 a.m. until 5 p.m. each day. Admission will be $2 for adults and $1 for children under 12. For more information on table rental, etc., send SSAE to: Tom Boldt, P.O. Box 172, Orchard Park, NY 14127.

Dealer table reservations now being accepted for Seventh Cornfield Meet at Pomona, Calif., on Sunday, April 10, 1988. Possum Belly Caboose, P.O. Box 1285, Glendora, CA 91740. (818) 963-8845.

Greenberg's Great Train, Dollhouse, and Toy Shows. Norfolk Scope, Norfolk, Va., September 26-27, 1987. Hofstra University, Hempstead, Long Island, N. Y., October 3-4, 1987. William Paterson College, Wayne, N. J., October 10-11, 1987. Admission $4, under 12 free with an adult admission. 11 a.m. to 5 p.m., daily. Information: Greenberg Shows, Inc., Sykesville, MD 21784. (301) 795-7447.

Advertisers! Put your sales message in front of the railroad enthusiast market – in TRAINS!

80,054* railroad enthusiasts will see the ads in this issue!

For information on advertising, call or write:

* Average paid circulation for the six months ended December 31, 1986 as filed with the Audit Bureau of Circulations, subject to audit.

INDEX OF ADVERTISERS

WE BELIEVE that our readers are as important as our advertisers; therefore, we try to handle all readers complaints promptly and carefully. If, within a reasonable length of time, you do not receive your merchandise or a satisfactory reply from an advertiser, please write to us. In your letter please detail exactly what you ordered and the amount of money you sent. We will then forward your complaint to the advertiser for action. If no action is ultimately obtained, we will refuse to accept further advertising from him. Address complaints to: TRAINS, 1027 N. Seventh St., Milwaukee, WI 53233.

A

Abracadata 69
Scott Arden 6
Auto-Liner Industries 59

B

Barnard, Roberts & Co., Inc. 10
P. L. Behrens 66
John C. Benson Slides 60
Berkshire Productions 7
Blue Mountain & Reading Railroad 66
BRMNA 18B
Bus World 68

C

D. Carleton Railbooks 68
Carson Home Video 66
Catenary Video Productions 64
Central Electric Railfans' Association (CERA) 69
Challenger Tours 61
Charly's Slides 59
Chicago Kid Enterprises 66
Colorado Railroad Museum 58B
Corporate Strategies, Inc. 6
Cripple Creek & Victor Narrow Gauge Railroad 66

D

Mike Danneman/Rail Art 66
The Depot Attic 4
The Depot of Sullivan 10
Des Plaines Hobbies 6
Charles Ditlefsen 76

E

East End Productions 9
Erie Railroad Co., Inc. 58B

F

Fantasia Trains 8, 68
The Frisco Railroad Museum 60

G

Giesler Engineering 64
Good Medicine Books 64
Green Frog Productions, Ltd. 8

H

Hall Management Company 64
Heimburger House Publishing Co. 6
Herron Rail Services 58
The Historic Providence Mint 7
R. J. Hoch 60
Hopewell Productions 18B

J

J. M. J. Productions 10

K

Kalmbach—Books 56, 57, 65
Kalmbach—Trains 62, 63, 68, 73
Kalmbach—Trains Calendar 2
Kalmbach—Video Shop 50, 51
Kauffman Creative Services 61
Kenson Video 68
Key, Lock and Lantern 68
Stan Kistler 64
M.F. Kotowski 67

L

Bill Lambert/Video Rails 65
Lasting Impressions 59
Leanin' Tree 18, 18A
LGB Model Railroad Club of America 64
Little Engines 5
Carl Loucks 60

M

McMillan Publications 5
Metaphor 9
Milepost 1 6
ML Labs 64
MM Books 4
Morning Sun Books, Inc. 7
Mystic Valley Railway Society 61

N

National Railway Historical Society (NRHS) 61
Nestle's Railroadiana 67
NRHS, Eastern Nebraska Chapter 58B

O

Old Line Graphics 5
R. P. Olmsted 11

P

Pacific Rail News 8
Pentrex 61

Q

Qualcorp 67
Quincy House 60

R

Rail Facts Newsletter 10
Rail Study Tours International 6
Railfare Enterprises, Ltd. 60
Railfinders 11
Railroad Video 4
Railroadians of America 7
Rails 'N Shafts 58A
Railway Club of North America 67
Railway Production Classics 4
Railway Video Transfer 67
Gil Reid 68
Right Track Trading Co. 11
Rolling Stock 60

S

Santa Fe 59
Scanner World, USA 75
Greg Scholl Video Productions 65
South Platte Press 10
Southwestern Live Steamers, Inc. 67
Richard Steinheimer 6
Stephans' Railroad Directory 64
Sunday River Productions 58

T

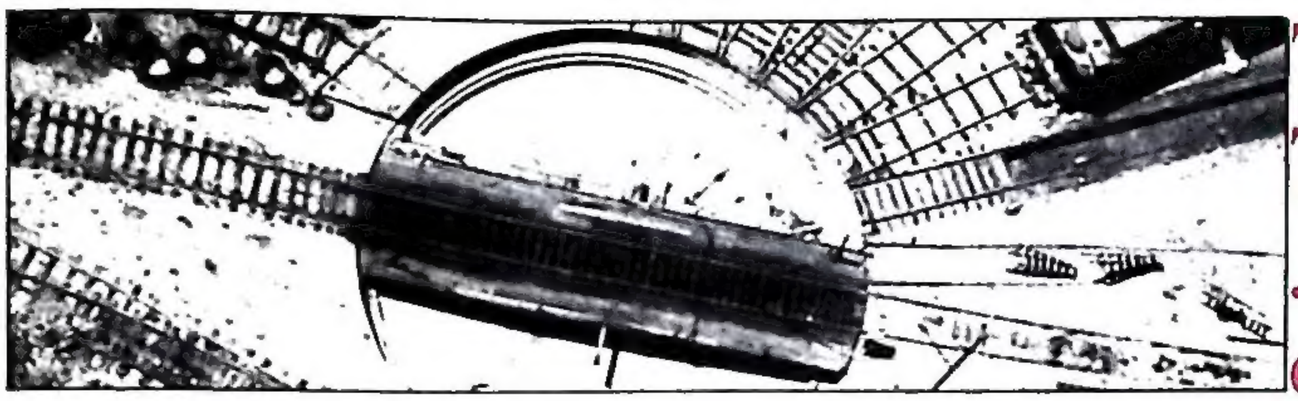
Trackside Prints 67
Trackside Video, Inc. 61
Traction 66
The Train Master of Montgomery 18B
Trans Europe Enterprises 60
Trolley Talk 68

V

Video Classics 58B
Video Rails 65
Virginia Museum of Transportation 69

W

W. B. Video Productions 9
R. R. Wallin 66
West Coast Slides 67
Western Audio-Visual 67
James Weston 5
Westrail Publications 65
Wild Rose Productions 60
Paul K. Withers, Publisher 11
Jonathan Wood 66



TRAINS TURNTABLE . . . a page of opinion.

Sell the Corridor?

"Do not be deceived; . . . for whatever a man sows, that he will also reap." Galatians 6:7.

I THE chickens have come home to roost.

In December 1986, rather than launch another foredoomed assault on Amtrak, the Office of Management and Budget (OMB) floated a proposal to sell the Northeast Corridor (NEC) and let the rest of the system fall out to whatever takers there were. OMB evidently bought Amtrak's oft-proclaimed dogma that the NEC was its "most successful" route, the only place its trains "made money," claims only a government accountant could accept at face value.

By March, it was clear OMB's proposal was going nowhere. Transportation Secretary Elizabeth Dole then appointed a commission charged to find ways to eliminate Amtrak's *need* for subsidy, a far more credible, if daunting, proposition.

What made OMB's "sell the Corridor" proposition so preposterous was that it was either childishly naive or transparently fraudulent. Nobody outside an asylum would take as a gift, much less purchase, a turkey with a 10-year history of losing a quarter of a billion dollars a year, with no end in sight. Worse, OMB was proposing a below-book-value fire sale of an asset they had been trying to sell for two years. Everyone from Norfolk Southern to Greyhound had turned it down cold.

OMB's trial balloon did have the salutary (and amusing) effect of forcing Amtrak Chairman W. Graham Claytor Jr. to go about proclaiming to all that, well, yes, the NEC wasn't exactly quite as profitable as Amtrak had been saying, and in fact because it lost so much money with so little prospect of profitability he didn't think Amtrak could even give it away, real estate values notwithstanding. Amtrak's 1986 Annual Report finally identified the NEC as the largest single contributor to Amtrak's deficit.

OMB, of course, hadn't done its homework. OMB asked the wrong question, and got a predictably negative answer. The question is not whether any single carrier or developer would want the NEC as is, but whether Congress would break Conrail's freight monopoly, syndicate the Corridor to a group of investors for the tax shelter and market access, and turn the NEC into a big terminal district. That would move the NEC's intractible fixed costs off Amtrak's books just as USRA did for Conrail in 1976. In fact, more than one railroad has privately expressed interest in an NEC terminal district investment.

OMB might have paused to ponder exactly why the NEC loses so much ($328.5 million in 1984, $242 million in 1986, not counting long-hauls). It might have asked how many of Amtrak's 3100 managers could be eliminated (at $65,000 a position) but for Amtrak's ownership of the NEC. The non-NEC national system could be, indeed probably already is, managed by fewer than 400 people. Norfolk Southern's *entire* headquarters staff numbers 160. OMB might have asked whether meaningful NEC cost reductions were achievable. *Metroliner* trains grossed $60 million in 1986, for example, but one FRA official recently guessed their maintenance-of-way cost alone as up to $70 million, based on speed factored gross-ton-mile allocation. All traffic south of Philadelphia could be easily handled in 12-car, three-class, hourly, 105-mph trains, saving $100 million in costs without loss of revenue. These initiatives make sense whether the Corridor is sold or not.

Still, the OMB proposal has merit if only to stimulate thought on how to cut Amtrak's drain on the treasury (still Amtrak's principal vulnerability) without cutting output, a concept alien to the triweekly-and-transit district mentality prevalent at Amtrak. Who owns the right of way and pays its fixed costs has little to do with Amtrak trackage rights to run on it. The NEC is not management's Lionel set. Selling it does not threaten economically rational volumes of passenger service. Track rents to a third-party owner would force economically rational decision-making for what is now an overscale, inefficient transit system. They would compel economically driven reconsideration of the marginal utility of unnecessary frequencies, or of top speeds that reduce end-point running times by increasingly trivial increments but cost many tens of millions of dollars annually. Instead, management might choose to expand the size of the NEC matrix (the scale of the market served) through cost-free hubbing of existing trains, additional stops, and extension of service to new markets in Virginia, Pennsylvania, and New England. Management could enhance dispatch reliability, and define new price points and incentives, in an environment of three-class hourly service. NEC revenues and passenger-miles could double within a year.

Economic rationalization of the NEC might even dictate ending long-haul operations on the NEC in favor of hubbing to and from Corridor trains at Richmond and Philadelphia, or rerouting them to the parallel CSX-CR line.

While Amtrak is clearly in no immediate peril from Congress, relentless political pressure from OMB idealogues, Gramm-Rudman-Hollings deficit goals, and liberal Democrats with higher priority welfare programs (who historically have been Amtrak's worst enemies) *will* force Amtrak to become more market-driven, profit-oriented, and cost-conscious. Opportunities abound: Frank Lorenzo's first move at Eastern, for example, was to fire 28 of 47 vice-presidents. On the revenue side, one new passenger from Holdrege, Neb., is financially equal to five from Wilmington, Del., but at far lower incremental cost to capture, carry, and retain. Demographically, far more aggregate revenue growth potential lies in Amtrak's Holdreges and Whitefishes than in the northeastern megalopolis or other short corridors.

Sell the Corridor? Privatize Amtrak? Indeed; but unlike OMB, let's do it for the right reasons, not to bury Amtrak but—under a Conrail-like plan—to rehabilitate and build America's rail passenger business to become self-sufficient and politician-proof.—ANDREW C. SELDEN.

ANDREW C. SELDEN, 40, a member of the Briggs and Morgan law firm of Minneapolis, is a widely known Amtrak critic whose "How to Get Amtrak Out of the Woods" appeared in January 1986 TRAINS. Married with two children, he chairs various law and rail groups, including the Minnesota Association of Railroad Passengers.

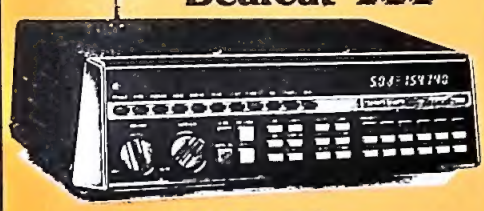
"The Largest Dealer of Scanners in the World"

SCANNER WORLD, USA

10 New Scotland Ave., Albany, NY 12208 518/436-9606

Scanner World, USA • 10 New Scotland Ave. • Albany, New York 12208 • (518) 436-9606

Bearcat® 300



Special $239.99 (7.00 shipping)

50 Channels — Mobile/Base

Features include simple raised button keyboard programming of the following frequency ranges: 32-50 MHz, 118-136 MHz, 144-174 MHz, 421-512 MHz. Vacuum flourescent display, dim control, priority, count transmissions, non-volatile memory retains memory without power back-up, automatic search, scan speed control, automatic search, scan delay, lockout, service search, automatic squelch, crystal-less, digital clock, external speaker & tape jack, auxiliary equipment control, plus much more. Built inside the rugged metal cabinet. Includes AC & DC cords, telescopic antenna, mobile mounting kit, and one year factory warranty on the Bearcat 300 for only $239.99 and $7.00 shipping. (Optional extended warranty: 3 years $39.99, or 2 years (29.99)

REGENCY HX1500

Digital programmable 55 channel hand-held scanner. Frequency coverage 29-54 MHz, 118-174 MHz, 406-420 MHz, 440-512 MHz. Covers Public Service bands plus aircraft, trains, marine, plus many others. Has priority, search, lockout, scan, banks, sealed rubber keyboard. 90 day factory warranty. Includes flexible rubber antenna, belt clip and earphone.

***$234.99** (plus 6.50 shipping each)*

Optional Accessories:

B-8 Ni-Cad Batteries	15.99
Ma-518 Wall Charger/Adapter	12.99
HXCase Heavy Leather Case	19.99
MA549 Drop-In Charger	89.99
MA257 Cigarette Lighter Adapter	16.99

(3 year extended warranty $39.99; 2 year $29.99)

BEARCAT 50XL Programmable Hand-Held	$124.99 (5.00)
AD100U AC Adapter/Charger for 50 XL	12.95 (*)
BP50 Ni-Cad Battery Pack for 50XL	13.99 (*)
CA50 Carry Case for 50XL	11.99 (*)
PS001 Cigarette Lighter Adapter for 50XL 100XL	12.95 (*)
BEARCAT 140 AC Programmable Scanner	94.99 (5.00)
BEARCAT 145XL AC Programmable Scanner	104.99 (5.00)
BEARCAT 175XL AC Digital Scanner	159.99 (5.00)
BEARCAT 100XL Digital Hand-held	199.99 (6.50)
BEARCAT 210XW AC DC Digital Scanner	189.99 (6.50)
BEARCAT 200 AC Digital Scanner	129.99 (6.50)
BEARCAT 155 AC Digital Scanner	124.99 (6.50)
BEARCAT Weather Alert	39.99 (4.00)
BEARCAT 20/20 AC DC Digital Scanner	199.99 (7.00)
BEARCAT 300 AC/DC Digital Scanner	239.99 (7.00)
BEARCAT 800 XLT AC/DC Digital Scanner	319.99 (6.00)
REGENCY R1075 AC Digital Scanner	104.99 (5.00)
REGENCY MA-257 Cigarette cord for HX1000/1200	16.99 (*)
REGENCY MA-917 Ni-cad Battery for HX1000/1200	24.99 (*)
REGENCY HX-CASE Hvy Leath. case for HX1000/1200	19.99 (*)
REGENCY MA-256 Drop in charger for HX1000/1200	89.99 (5.00)
REGENCY HX-2000 Digital Hand-Held	159.99 (7.00)
REGENCY MX-3000 AC/DC Digital Scanner	216.99 (6.50)
REGENCY HX-2200 Digital Hand-Held Scanner	172.99 (7.00)
REGENCY MX-5000 AC/DC Digital Scanner	329.99 (6.50)
REGENCY MX-4200 AC/DC Digital Scanner	186.99 (7.00)
REGENCY Z-30 AC/DC Digital Scanner	129.99 (5.50)
REGENCY Z-60 AC/DC Digital Scanner	189.99 (5.50)
Mobile Mounting Bracket for Z Scanners	5.99 (*)
REGENCY ACT-R-1 AC/DC Crys. Single Channel	75.99 (4.00)
REGENCY RH-256 High Band Transceiver	119.99 (5.00)
REGENCY UC 102 Hi-VHF Hand Transceiver	124.99 (5.50)
REGENCY RU150B UHF Transceiver	439.99 (7.75)
REGENCY RH-600B High Band Transceiver	459.99 (7.75)
REGENCY R806 AC DC Crystal Scanner	79.99 (5.00)
COBRA SR12 Digital Hand-Held Scanner	199.99 (6.50)
COBRA SR10 Digital Hand-Held Scanner	129.99 (6.00)
COBRA SR900 AC DC Digital Scanner	109.99 (5.00)
COBRA SR925 AC DC Digital Scanner	164.99 (6.00)
Book "Top Secret Registry of Govt Frequency	29.99 (3.00)
Book "Covert Intelligence, Electronic Eavesdropping"	8.95 (*)
Book "Betty Bearcat Frequency Directory"	14.95 (*)
Book "Rail Scan Directory"	7.95 (*)
Book "Air Scan Directory"	12.95 (*)
RCD MRP-1 Single Channel Hand-Held	38.99 (3.00)
FANON M8HLU DC Crystal Scanner	99.99 (5.00)
FANON PSK-1 AC Adapted for M8HLU	12.99 (*)
FOX BMP-1060 AC/DC Digital Scanner	129.99 (5.50)
FOX Mounting Bracket for BMP-1060	9.99 (*)
ANT-1 Magnet Mount Mobile Scanner Antenna	29.99 (3.00)
ANT 6 Base Scanner Antenna w/50' cable	29.99 (3.00)
BEARCAT 70XLT Programmable Hand-Held	174.99 (5.50)

Regency® Z30

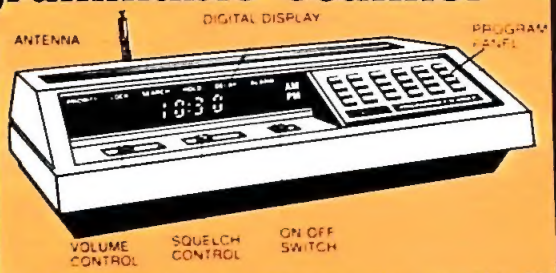
30 Channel Automatic Programmable Scanner

Scanner World Special

$129.99

(plus $5.50 shipping each)

Optional Accessories:
Cigarette Lighter Plug RGMPC . $4.95
Z Mobile Bracket — ***Special*** . . . $5.99



The Regency Z30 is a compact, programmable 30 channel, multi band, FM monitor receiver for use at home or on the road. It is double conversion, super heterodyne used to receive the narrow band FM communications in the amateur, public safety and business bands: 30-50, 144-174, and 440-512 MHz. Size 10¾"Wx2-7/8"Hx8-3/8"D.

Sophisticated microprocess-controlled circuitry eliminates the need for crystals, instead, the frequency for each channel is programmed through the numbered keyboard similar to the one used on a telephone. A "beep" acknowledges contact each time a key is touched. The Z30 scans approximately 15 channels per second.

Any combination of two to thirty channels can be scanned automatically, or the unit can be set on manual for continuous monitoring of any one channel. In addition, the search function locates unknown frequencies within a band.

Other features include scan delay, priority and a bright/dim switch to control the brightness of the 9-digit Vacuum-Fluorescent display. The Z30 can be operated on either 120 VAC or 12 VDC. Includes one year warranty from Regency Electronics (optional 3 yr extended warranty only $39.99, gives you a total of 4 yrs complete warranty or 2 yr extended warranty only $29.99, gives you a total of 3 yrs complete warranty.)

Regency® HX2200

$172.99

(Plus $7.00 shipping each)

Digital Programmable 20 Channel Hand-Held Scanner with raised button keyboard for easy programming of the following frequency ranges: 118-136 MHz, 138-174 MHz, 406-512 MHz, 800-950 MHz (NOTE: This is the only hand-held portable scanner which will receive the 800-950 MHz range plus high band, air, and UHF). Features include priority, scan delay, memory backup, dual scan speed, channel lockout, jacks for external antenna and earphone, 90 day factory warranty, keyboard lockswitch, sidelit liquid crystal display for night use, program AM or FM mode, search or scan, size is 3" x 7" x 1½". Complete HX2200 package includes Ni-Cad rechargeable batteries, wall charger adapter, protective carry case, and rubber antenna. All for the low price of only **$172.99** plus $7.00 shipping each. (Optional extended warranty: 3 years $39.99, or 2 years $29.99)

Regency® MX4200

$186.99 *(Plus $7.00 shipping each)*

Digital programmable 20 channel scanner operates as a Base or Mobile unit or can be used as a portable with rechargeable Ni-Cad batteries included. MX4200 covers the following frequency ranges: 30-50 MHz, 118-174 MHz, 406-512 MHz, 800-950 MHz. Features compact size of 5⅛" x 2⅜" x 7⅛" memory backup, scan delay, priority, dual scan speed, channel lockout, jacks for earphone and external antenna, keyboard lockswitch, one year factory warranty. Sidelit liquid crystal display for night use, program AM or FM mode, search or scan, reset button. Complete MX4200 package includes telescopic antenna, mobile mounting bracket, mobile power cord, rechargeable Ni-Cad batteries, wall charger adapter. All for the low price of **$186.99** plus $7.00 shipping each. (Optional extended warranty: 3 years $39.99, 2 years $29.99). Optional cigarette lighter Plug #4200MPC $4.99

Bearcat 100 XL

$199.99 (6.50 shipping) *Handheld digital programmable, no crystal portable scanner. 16 channels, search feature, plus more! Frequency range: 30-50, 118-174, 406-512 MHz. Included in the package is a flexible rubber antenna, earphone, battery charger/AC adapter, 6 AA Ni-Cad rechargeable batteries and a heavy duty carry case. All for the low price of:*

$199.99 (6.50 shipping)
(3 year extended warranty only $39.99, 2 year $29.99)

REGENCY RH-256 B

PROGRAMMABLE TRANSCEIVER

RH-256B Transceiver, 16 channel 12 VDC 2-way Radio fully programmable in transmit and receive mode. Includes built-in CTCSS tones for encode/decode, time-out timer, scan delay, 25 watts transmit power, priority, plus more. Frequency spread as shipped 152-158 MHz. Package includes mobile mike, bracket, mobile antenna, and all cables and instructions for installation. ***Special package deal only:*** **$399.99** *(7.75 shipping)*
(2 year extended warranty $49.99 - 3 year $69.99)

ORDERING INFORMATION

Call (518) 436-9606 to place orders by phone or mail orders to ***Scanner World,*** 10 New Scotland Av., Albany, NY 12208. Orders will be shipped same day received by United Parcel Service. ***Scanner World*** accepts VISA, MasterCard (COD shipments by United Parcel will be for cash or certified checks only). Mail orders with personal or business checks will be held 4 weeks for bank clearance. Orders with cashiers checks or money orders shipped same day received. Prices, specifications and terms subject to change without prior notice. If items are out of stock we will backorder and notify you of delivery date. All shipments are F.O.B. ***Scanner World*** warehouse in Albany, NY. We are not responsible for typographical errors. All merchandise carries full manufacturers warranty. Bid Proposals and Purchase orders accepted from Government agencies. Free full line catalogue available upon request. No minimum order. New York State Residents add 7% sales tax.

SHIPPING CHARGES

(*) Add ($) per scanner, and $3.00* for all accessories ordered at same time. C.O.D. shipments will be charged an additional $3.00 per package. Full insurance is included in shipping charges. All orders are shipped by United Parcel Service. Shipping charges are for continental USA only. Outside of continental USA, ask for shipping charge per scanner.

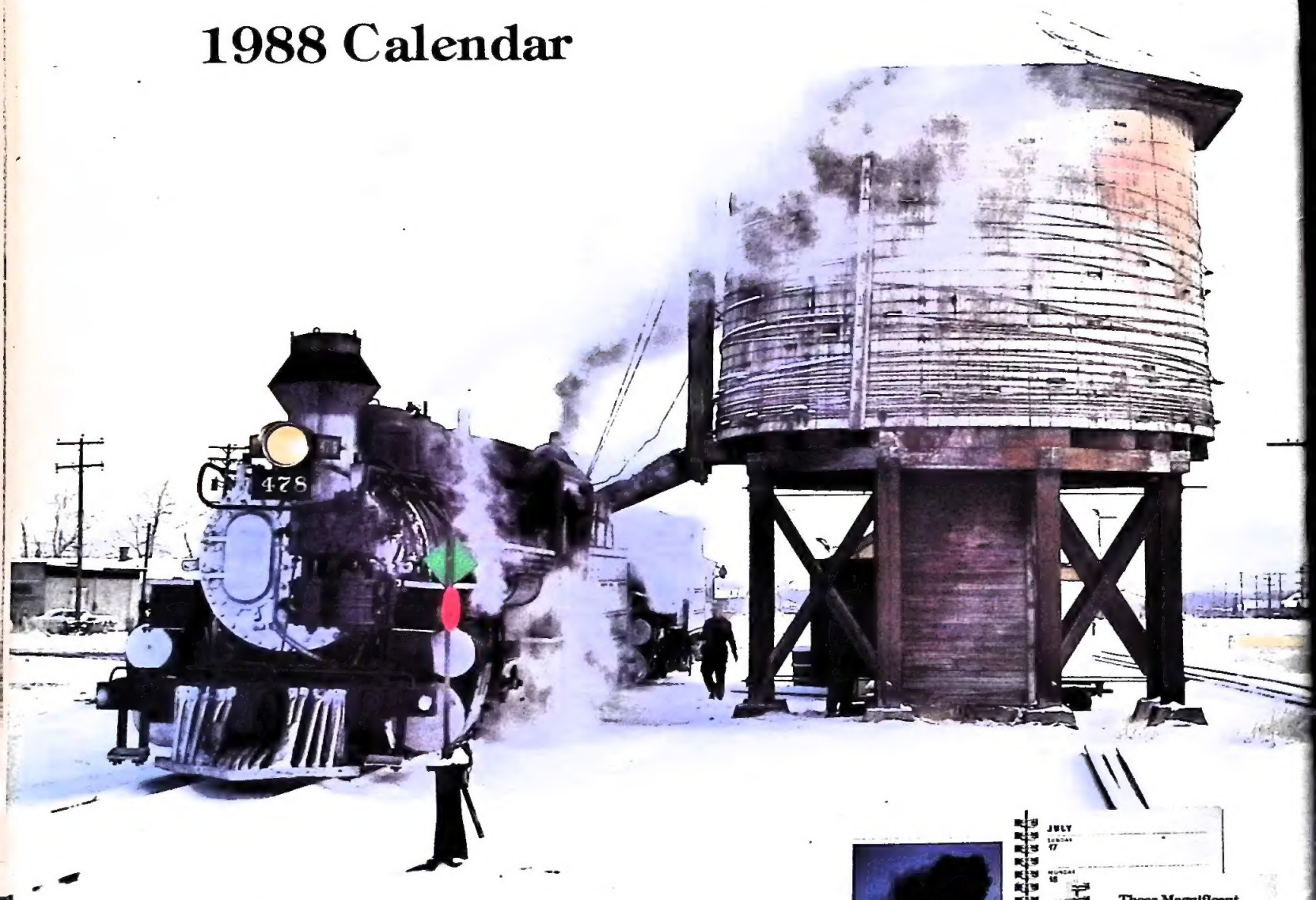
Scanner World, USA
10 New Scotland Ave., Albany, NY 1220
(518) 436-9606

Most orders Shipped Same Day Received!

Those Magnificent Trains®

1988 Calendar

Capture the thrill and excitement of American railroading every day of the year with Charles Ditlefsen's ninth annual 'Those Magnificent Trains' calendar. Measuring 12" x 24", this full-color calendar includes photography from the Chessie, UP, Western Maryland, Atlantic Coast Line, Sierra, Rio Grande (standard and narrow gauge), and the SP. Each of the 12 full-color lithographs is suitable for framing. $8.95



Those Magnificent
Planes
1988 calendar
For the fourth consecutive year, we feature Ronald Hill's calendar of commercial aircraft from around the world. $8.95

Red Cars/ Yellow Cars
1988 calendar
Early views of LA, the Pacific Electric, and the LA narrow-gauge. $7.95

NEW!

Now, added to our 'Those Magnificent Trains' collection is a full-color datebook, featuring 36 images of classic railroading. Measuring 5" x 7", this is a must for your desk. (spiral-bound) $8.95

Shipping—add $1 per calendar.
Overseas—$4 surcharge
California residents add 6% tax.

At your favorite dealer or bookstore or order by mail from:

CHARLES DITLEFSEN
P.O. BOX 1807
MILL VALLEY, CA 94942

☐ MasterCard ☐ VISA

OR CALL TOLL-FREE:
1-800-227-6162